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## HIGHWAY SAFETY PARTNERS

The Pennsylvania Department of Transportation (PennDOT) would like to thank the following public and private sector organizations for contributing to helping improve the safety on all roadways in Pennsylvania. These groups are working together to implement and maintain highway safety projects across the state. All involved parties remain committed to cutting the 2010 5-year average fatality number in half by the year 2030.

- Alliance of Bikers Aimed Toward Education (A.B.A.T.E)
- American Academy of Pediatrics
- American Association of Automobiles (AAA)
- American Association of Retired Persons (AARP)
- American Association of State Highway and Transportation Officials(AASHTO)
- The COAD Group
- Department of Education
- Department of Health
- District Magistrates
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Governor’s Highway Safety Association (GHSA)
- Governor’s Press Office
- Governor’s Policy Office
- Lehigh Valley Planning Commission (LVPC MPO)
- Local Technical Assistance Program (LTAP)
- Metropolitan Planning Organization (MPO)
- Mothers Against Drunk Driving (MADD)
- Motor Trucking Association (MTA)
- Motorcycle Safety Foundation (MSF)
- National Cooperative Highway Research Program (NCHRP)
- National Highway Traffic Safety Administration (NHTSA)
- North Central Regional Planning & Development Commission (RPO)
- PA American Academy of Pediatrics Child Death Review Team
- PA Chiefs of Police Association
- PA Commission on Crime and Delinquency (PCCD)
- PA District Attorneys Institute
- PA DUI Association
- PA House Transportation Committee
- PA Liquor Control Board
- PA Motor Carrier Safety Advisory Committee
- PA Pedal Cycle and Pedestrian Advisory Commission (PPAC)
- PA Safe Kids Coalition
- PA Senate Transportation Committee
- PA State Association of Township Supervisors (PSATS)
- PA State Police (PSP)
- PA Trauma Systems Foundation (PTSF)
- PA Turnpike Commission (PTC)
- PennDOT Safety Administration ‘Live Free Ride Alive’ Motorcycle Safety Planning Group
- Pennsylvania Emergency Management Agency (PEMA)
- Public Utility Commission (PUC)
- Rural Planning Organization (RPO)
- Safe Kids Advisory Council
- Seniors for Safe Driving
- Transportation Research Board

## EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each State shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes, deaths, injuries, and property damage. In order to secure funding each State must submit to The National Highway Traffic Safety Administration (NHTSA) a Performance Plan as well as a Highway Safety Plan. Contained in the Performance Plan must be a set of clear and measurable highway safety goals, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. Starting in Federal Fiscal Year 2011, NHTSA required a set of fourteen Performance Measures and a plan for a public behavioral survey to be included in the Highway Safety Plan.

Pennsylvania's proposed Highway Safety Goal is to reduce fatalities by one-half by the year 2030 using the 2006-2010 five-year average 1,413 as the baseline. By 2012, Pennsylvania hopes to reduce fatalities to a five-year average of 1,342. With this goal in mind, Pennsylvania would be at 706 fatalities in 2030. The formula for developing these goals has been proposed and will be finalized in development of Pennsylvania's new Strategic Highway Safety Plan. Until this is finalized, these goals are only proposed. Safety has always been one of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the Highway Safety Performance Plan reflect a substantial broad-based effort designed to meet the ambitious goals.

The Department's Division of Highway Safety and Traffic Operations (DHSTO) is directly responsible for the identification of roadway safety issues related to both driver behavior and roadway improvements. To address the constant demand of evolving highway safety concerns DHSTO develops multiple plans throughout the year that collectively make up the PennDOT Highway Safety Plan.

In addition to the safety plans for NHTSA, PennDOT has developed a Strategic Highway Safety Plan (SHSP) which reflects goals in the national safety priority areas. The SHSP identifies seven vital safety focus areas. These are as follows;

1. Reducing Aggressive Driving
2. Reducing Impaired (DUI) Driving
3. Increasing Seatbelt Usage
4. Creating Infrastructure Improvements
5. Improving Traffic Records
6. Reducing Motorcycle Crashes
7. Addressing Mature Driver Safety

The SHSP was used in the development of the safety initiatives identified in the Performance Plan which defines how the Commonwealth will utilize federal section 402 highway safety funds and other NHTSA incentive and special funding sections.

## MISSION STATEMENT

### **Vision**

Our vision is to provide the safest roadways possible so that everyone arrives safely at their destinations.

### **Mission**

Our mission is to improve highway safety by developing, promoting, and implementing education, enforcement, engineering, and emergency services strategies.

# HIGHWAY SAFETY OFFICE OVERVIEW

## I. DELEGATION OF AUTHORITY

In accordance with the “U.S. Highway Safety Act of 1966” (P.L. 89-564) and any acts amendatory or supplementary thereto, the Pennsylvania Department of Transportation (PennDOT) develops an annual comprehensive plan designed to reduce traffic crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department’s Bureau of Maintenance and Operations, Division of Highway Safety and Traffic Operations (DHSTO – formerly Bureau of Highway Safety and Traffic Engineering) under the direction of the Deputy Secretary for Highway Administration, is responsible for the coordination of the Commonwealth’s highway safety program by Executive Order 1987-10 (Amended).

The Safety Management Section of the DHSTO is the Highway Safety Office (HSO). This supports the Pennsylvania Bulletin, Vol. 22, No. 41, October 10, 1992, approving the reorganization of the Department of Transportation, effective September 25, 1992. This reorganization changed the Deputate over the Highway Safety Office from Safety Administration to Highway Administration.

The highway safety grants require the signature of the Deputy Secretary, Bureau Director, and Division Chief (or their designee based on signature authority). All grants, excluding PennDOT grants, must be approved through the Legal Office and the Office of the Comptroller. Depending on the type of grant, it may also require the signature of the Office of the General Counsel.

## II. ORGANIZATION & STAFFING

DHSTO is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach our fatality reduction goals. All programs will be conducted in accordance with National Highway Traffic Safety Administration (NHTSA) guidelines. The Division fulfills its mission through a variety of public information, education, and enforcement efforts. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe much can be accomplished in promoting safe driving practices.

The Deputy Secretary for Highway Administration, **R. Scott Christie, P.E.**, is the Governor’s Highway Safety Representative for Pennsylvania. The Acting Chief of DHSTO, **Daryl St. Clair, P.E.**, is the Coordinator for Pennsylvania’s Highway Safety Program.

The functions of the Highway Safety Program are conducted by the Program Services Unit of the Safety Management Section (SMS). The Section Supervisor of SMS is **Girish (Gary) Modi, P.E.**, who oversees the activities of the Highway Safety Program and the Low Cost Safety Improvement Program. Gary is also the operational manager for deploying the Integrated Safety Management System (ISMS) and for the development of the Strategic Highway Safety Plan (SHSP).

The Program Services Unit consists of one Manager, two Supervisors, and four Specialists. In addition, the Quality Assurance Specialist, who reports to the Unit Manager, handles the

financial functions of the Highway Safety Program. All positions, including relevant training, are outlined below:

**Tom Glass, *Transportation Planning Manager (TPM)*** - Manages the Program Services Unit, including the planning, administration, fiscal control, and evaluation of the Commonwealth's Highway Safety Program financed through NHTSA highway safety and other federal and state funds. Other duties include, submission of the Performance Plan, the Highway Safety Plan and Program Cost Summary required for the Section 402 funding, the Annual Report, and general direction of the highway safety program. This position supervises two TPSS and one TPS-1 personnel.

Relevant Training: NHTSA Program Management; NHTSA Financial Seminar; TESC; BHSTE/CDART; ESS; The Hiring Toolkit (specifically for PennDOT Supervisors); dotGrants Application "Train-the-Trainer"; Intelligrants Grant Designer Form Builder Training; PennDOT Leadership Academy for Supervisors; National Association for Pupil Transportation courses #801 and 802; National Safe Kids Campaign Standardized Child Passenger Safety Training Program.

**Troy Love, *Transportation Planning Specialist Supervisor (TPSS)*** - Manages the Impaired Driving Program. Oversees the completion of Section 410 applications, collection of BAC results for FARS, implementation of impaired driving crackdowns and mobilizations, and other impaired driving programs and activities. Manages individual grants to conduct impaired driving enforcement, DUI court grants, the DUI Technical Services contract, the statewide Ignition Interlock Quality Assurance Program, the Institute of Law Enforcement Education MOU with the Pennsylvania Department of Education, and other projects. Assists with the Department's e-grants system and oversees any upgrades and enhancements needed. This person supervises two Transportation Planning Specialists.

Relevant Training: NHTSA Program Management; NHTSA Data Analysis in Highway Safety Problem Identification and Program Evaluation; NHTSA Financial Seminar; NHTSA Impaired Driving Class; DUI at 0.08 Training; and PENNDOT's Effective Presentations and Leadership Academy; dotGrants Application "Train-the-Trainer"; Intelligrants Grant Designer Form Builder Training; Outlook; ESS; TESC; BOD; Effective Presentations; PennDOT Leadership Academy for Supervisors; BHSTE/CDART; The Hiring Toolkit (specifically for PennDOT Supervisors).

**David Bachman, *Transportation Planning Specialist Supervisor (TPSS)*** – Manages the Local Safety Programs, including grants administration, monitoring, Community Traffic Safety Programs, Occupant Protection Program (including the annual observational seat belt survey), Child Passenger Safety Program, Public Information and Education contract activities and enforcement programs. Coordinates the Safety Advisory Committee. Supervises two Transportation Planning Specialists.

Relevant Training: NHTSA Program Management; FHWA Environmental Training Course; Creative Problem Solving Process; ProBike/ProWalk; SEAP; PLAS for Supervisors; ESS Parts 1 and 2; SAP Navigation;; BHSTE/TESC; BHSTE/CDART; BOD/Design Peds for Accessibility; BOD/ADA Curb Ramps; Intelligrants Grant Designer Form Builder Training.

**Scott Kubisiak**, *Transportation Planning Specialist 1 (TPS-1)* - An Assistant Alcohol Highway Safety Program Manager. Coordinates and compiles statistical data for the Sobriety Checkpoint and Aggressive Driving Enforcement & Education Programs. Serves as project manager for the Ignition Interlock program, Motorcycle Safety projects, DUI courts, Enforcement & Judicial Outreach programs, and paid media activities. Manages all project activity for highway safety regions IV & V.

Relevant Training: NHTSA Program Management, NHTSA Financial Seminar, NHTSA Data Analysis in Problem Identification and Program Evaluation, NHTSA Impaired Driving Training, BHSTE/CDART; BHSTE/TESC

**Ryan McNary**, *Transportation Planning Specialist 1 (TPS-1)* - An Assistant Alcohol Highway Safety Program Manager. Serves as project manager for the DUI Association Technical Services contract, Mature Driver Safety projects, and the Crash Records Law Enforcement Liaison Project. Manages the distribution of alcohol-related crash data to impaired driving enforcement projects. Contacts state and local police for the unknown BAC of surviving drivers involved in fatal crashes. Manages 25 local projects in highway safety regions I & III.

Relevant Training: NHTSA Program Management; Engineering and Traffic Studies Training; Operation Lifesaver Associate; BHSTE/CDART; BHSTE/TESC

**Jacqueline Turk**, *Transportation Planning Specialist 1 (TPS 1)* – An Assistant Manager of the Program Services Unit. Serves as the School Bus Projects program manager (when applicable), PA State Police program manager, PA Traffic Injury Prevention Project program manager, and acts as lead co-coordinator of the Annual Traffic Safety Workshop for grantees. Assists in grants administration of the highway safety program. Oversees the preparation of the §405 application. Coordinates the annual observational seat belt surveys and runs statistical analysis on survey results. Manages all project activity for highway safety region VI.

Relevant Training: NHTSA Program Management; NHTSA Impaired Driving Program Management, NHTSA Standardized Child Passenger Safety Training Course; Intelligrants Grant Designer Form Builder Training; BHSTE/CDART; Crystal Reports 1

**Christopher Swihura**, *Transportation Planning Specialist 1 (TPS 1)* - An Assistant Manager of the Program Services Unit. Administers the internal State and Statewide Project agreements for the Car Seat Loaner Program. Assists in the coordination of the Pennsylvania Highway Safety Plan. Serves as School Bus Projects Coordinator, PI&E Grant Funds Administrator, Process Manual Updates Coordinator, and manages all project activity for highway safety region II.

Relevant Training: NHTSA Impaired Driving; BHSTE/CDART; Crystal Reports (Basic)

**Michael Dudrich**, *Transportation Planning Specialist 1 (TPS1)* – Serves as the Quality Assurance manager for the highway safety program. Assists with fiscal administrative efforts in preparation of federal voucher submissions to comptroller. Reviews and tracks grantee reimbursements for errors and non-compliant items; providing training to grantees as necessary.



Conducts on-site project quality assurance audits in compliance with Federal requirements. Serves as the Bureau's e-grants fiscal manager. Assists in the management of the Commonwealth's access to the Federal Grants Tracking System and with the day to day activities related to the administration of the \$15.0 million Highway Safety Grant Program.

Relevant Training: NHTSA Program Management; Intelligrants Grant Designer Form Builder Training; BHSTE/CDART; Non-PO Invoice Processing; Account Coding Navigator

# HIGHWAY SAFETY PLAN

## I. STATEWIDE DEMOGRAPHICS

The Commonwealth's 44,817 square miles are divided into 67 counties. Pennsylvania's largest cities include Philadelphia, Pittsburgh, Allentown, and Erie. Thirty-three percent of the state's 120,000 miles of roadways are state owned and the remaining 80,000 miles, 67 %, are local roads. Rural roads make up 71 % of the state's roadways and the remaining 29 % are classified as urban.

Pennsylvania is the 6<sup>th</sup> most populous state in the nation and has a population per square mile of 283. According to the US Census Bureau, the population of Pennsylvania is 12,702,379. Approximately 81.9% of the population is Caucasian, 10.8% African-American, 5.7% Hispanic, 2.7% Asian/Pacific Islander, and less than one percent Native American. Pennsylvania's population has increased 3.4 % since 2000. The US Census Bureau predicts the population of Pennsylvania will reach 13.1 million by the year 2015.

The demographics of Pennsylvania show females slightly outnumber males, 51.3% to 48.7 %. People age 65 and older comprise 15.5 % of the 2010 population. In addition, people of legal driving age encompass 80.80 % of the total population.

### Motor Vehicle Data

|      | LICENSED DRIVERS<br>(MILLIONS) | REGISTERED VEHICLES<br>(MILLIONS) | VMT<br>(MILLIONS) |
|------|--------------------------------|-----------------------------------|-------------------|
| 1998 | 8.405                          | 9.842                             | 100.4             |
| 1999 | 8.478                          | 9.901                             | 102.5             |
| 2000 | 8.229                          | 10.085                            | 102.4             |
| 2001 | 8.226                          | 10.630                            | 103.5             |
| 2002 | 8.324                          | 10.520                            | 104.8             |
| 2003 | 8.370                          | 10.768                            | 106.1             |
| 2004 | 8.430                          | 10.921                            | 107.2             |
| 2005 | 8.489                          | 11.058                            | 107.9             |
| 2006 | 8.556                          | 11.086                            | 108.1             |
| 2007 | 8.600                          | 11.220                            | 108.3             |
| 2008 | 8.659                          | 11.301                            | 107.0             |
| 2009 | 8.701                          | 11.324                            | 103.6             |
| 2010 | 8.758                          | 11.373                            | ***               |

\*\*\*data unavailable at the time of printing

### Law Enforcement

The police force of Pennsylvania is comprised of nearly 1,200 local police departments and the PA State Police. The Pennsylvania State Police are organized into 3 Deputates, 13 Bureaus, 5 Area Commands, and 16 Troops. Over 4,300 personnel, both enlisted and civilian are employed by the State Police.

## **Medical Community**

There are 261 hospitals and 109 ambulatory surgery centers in PA. Of those facilities, there are 190 hospital emergency departments and 30 accredited trauma centers.

## **Workforce**

Pennsylvania has a workforce of over 6 million people. Medical corporations such as University of Pittsburgh Medical Center Health System, Penn State, Geisinger Health, and Blue Cross/Blue Shield are some of Pennsylvania's largest employers. The Commonwealth of Pennsylvania is also one of the state's leading employers with a workforce of more than 80,000. Over 850,000 people are employed by some type of manufacturing company. Some of the Commonwealth's major manufacturers are Hershey Foods Corp, Merck & Co Inc, Wyeth Pharmaceuticals, General Electric Co Inc, Boeing Co, Air Products & Chemicals Inc, GlaxoSmithKline, Unisys Corp, United States Steel Corp, and Medtronic Inc.

## **Elected Officials**

The Governor of Pennsylvania, Thomas W. Corbett (R), was inaugurated January 18, 2011. Pennsylvania's Lieutenant Governor, Jim Cawley (R), was sworn in January 18, 2011. The General Assembly consists of the House of Representatives and the Senate. There are 112 Republican and 93 Democratic seats in the House. The Senate is comprised of 30 Republican and 20 Democratic seats. The Pennsylvania United States Congressional Delegation is comprised of two Senators, Robert Casey (D) and Patrick Toomey (R). There are 19 Congressmen representing Pennsylvania, 12 Republicans and 7 Democrats.

## **Legislative and Major State Issues**

There has been legislative discussion in Pennsylvania regarding a primary seatbelt law, ignition interlock for first-time DUI offenders, allowing the use of radar by local police departments and automated enforcement. Legislation currently resides with the House prohibiting wireless communication device use by junior drivers, those on a permit, and anyone driving in a work zone as well as texting while driving by any driver. A graduated license bill currently sits with the House that would prohibit a junior driver from operating a vehicle with more than one passenger under the age of 18. It would also increase the number of supervised behind the wheel driving hours while on a learner's permit.

Due to a stretched state budget, Commonwealth employees are restricted from out of state travel unless deemed absolutely necessary for job related duties.

DHSTO has contact with the Legislature as needed. This is accomplished through a PennDOT Legislative Liaison. Also, DHSTO participates in legislative hearings when invited to review and analyze highway safety related bills. DHSTO is assigned various legislative mandates that are related to highway safety.

## II. OVERALL PROBLEM IDENTIFICATION PROCESS & DATA SOURCES

The Bureau of Maintenance and Operations, Division of Highway Safety and Traffic Operations is responsible for the Commonwealth's Crash Record System. This system provides the means for identifying high crash locations, alcohol-related crashes, locations for unbelted fatalities, aggressive driving crash locations, heavy truck crashes, pedestrian and bicycle crashes, etc. Crash location data can be broken out by county, district office, Metropolitan Planning Organization areas, and municipality. The data can also be broken down by age, type of vehicles, holiday periods, etc.

The system can also identify high crash cluster areas to address particular types of crashes. The definition of a cluster can vary based on the problem identified. A particular length of roadway is reviewed, and if five or more crashes occurred within the required length of roadway over a three to five year period, it may be considered a cluster. A decision is then made to determine if education, enforcement, engineering, or a combination of these components are needed to address the problem.

DHSTO provides five-year alcohol-related crash data on a yearly basis for distribution to each of the approximately fifty DUI law enforcement projects. This data enables project coordinators to pinpoint significant high crash target roadways for directing sobriety checkpoints and roving patrols. Additionally, State and Local Police rely upon local road data for targeting enforcement events. Local data would include non-reportable alcohol-related crashes, as well as alcohol-related incidents and DUI arrests.

A NHTSA Aggressive Driving Crash is any crash where there were two or more aggressive driving crash causation factors noted in the crash report. Currently any road segment (1/3 to 1/2 mile in length) in the state with five or more NHTSA Aggressive Driving crashes over the previous five years is considered. Using this threshold ensures that our officers will most likely be in the presence of more aggressive drivers. High visibility enforcement will hopefully raise awareness of this concern and lead towards safer driving practices.

Unbelted crash and fatality statistics and seat belt observational use data are used to determine low seat belt use locations for occupant protection education and enforcement programs. The Community Traffic Safety Project Coordinators and District Safety Press Officers also contact DHSTO to obtain localized crash data to better assist in implementing educational programs and working with police departments to address high crash problem areas.

Pennsylvania has placed high importance on the availability of crash data. Pennsylvania crash data for 2010 was made available in April of 2011. The goal for completion of 2011 crash data is April of 2012. Currently, there is no backlog of un-entered crash report forms. Most crash report forms received are entered into the system within two weeks.

All proposals for highway safety grants must address critical safety needs by analysis of crash data as a principal basis for safety programs and utilize proven safety countermeasures as the principal tools to address the identified problems. Additional data must be utilized to sufficiently tie broad program area goals to the specific countermeasures proposed in the application. This

data might include injury data; license, registration and conviction data; as well as demographic, geographic and other data from various sources. How and why specific tasks and countermeasures were selected for funding and implementation should be clearly articulated.

In 2010, there were 121,312 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,324 people and injured another 87,949 people. To add some perspective, the 2010 total of reportable traffic crashes is the second lowest total since 1951 when 123,088 crashes were reported.

Last year, there were approximately 103.3 billion vehicle-miles\* of travel on Pennsylvania's roads and highways. The 2010 fatality rate of 1.28 deaths per hundred million vehicle-miles of travel\* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

## **2010 Briefs**

### ***On Average in Pennsylvania:***

Each day 332 reportable traffic crashes occurred (about 14 crashes every hour).

Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).

Each day 241 persons were injured in reportable crashes (about 10 injuries every hour).

### ***Based on Pennsylvania's 2010 population (12,632,780 people):***

1 out of every 44 people was involved in a reportable traffic crash.

1 out of every 9,541 people was killed in a reportable traffic crash.

1 out of every 144 people was injured in a reportable traffic crash.

\* For consistency purposes, the prior year's state data is used at the time of publication because of timing issues.

Additional problem identification is located within the program area sections of this report. The Department also annually publishes the *Pennsylvania Crash Facts and Statistics* booklet. The booklet can be found on the web at <http://www.dot.state.pa.us>. Click on the following set of links to get to the booklet: *PennDOT Organizations, Bureaus & Offices, Bureau of Highway Safety and Traffic Engineering, Crash Information Systems and Analysis, Crash Facts and Statistics Books*, and finally click on the year of interest.

This publication is a statistical review of reportable crashes in the Commonwealth. The figures are compiled from the traffic crash reports that are submitted to the Department by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

### III. STATEWIDE GOALS

Currently, seven vital Safety Focus Areas (SFAs) have been identified in the Strategic Highway Safety Plan for Pennsylvania. With a new plan being developed, these SFAs are subject to change with its finalization. In order to create realistic and attainable goals, Pennsylvania has decided to set the goal of cutting the 2010 5-year fatality average in half by 2030. This idea will be carried across all Safety Focus Areas, resulting in goals now being set to the 5-year average rather than one year at a time. This helps to nullify inconsistencies caused by fluctuations in fatality numbers on a year-to-year basis.

These are the seven areas that offer the highest potential for lives saved and the possibility of reaching our fatality reduction goals. They are listed below:

| FOCUS AREA                  | GOAL   |
|-----------------------------|--|
| Reducing Aggressive Driving | Our goal is to reduce the 5-year average of speed-related fatalities from 169 in 2010 to 164 in 2011, and 159 in 2012.         |
| Reducing Impaired Driving   | Our goal is to reduce the 5-year average of DUI related fatalities from 497 in 2010 to 484 in 2011, and 471 in 2012.           |
| Increasing Seatbelt Usage   | Our goal is to increase the 5-year average seat belt usage rate from 86.40% in 2010 to 86.71% in 2011 and 87.08% in 2012.      |
| Infrastructure Improvements | Our goal is to reduce the 5-year average of local road fatalities from 240 in 2010 to 234 in 2011, and 228 in 2012.            |
| Improving Traffic Records   | Pennsylvania's goal is to complete all 2010-year crash data by April 2011.   |
| Reducing Motorcycle Crashes | Our goal is to reduce the 5-year average of motorcycle fatalities from 215 in 2010 to 209 in 2011, and 203 in 2012.            |
| Mature Driver Safety        | Our goal is to reduce the 5-year average of mature driver related fatalities from 264 in 2010 to 257 in 2011, and 250 in 2012. |

#### IV. CORE PERFORMANCE MEASURES

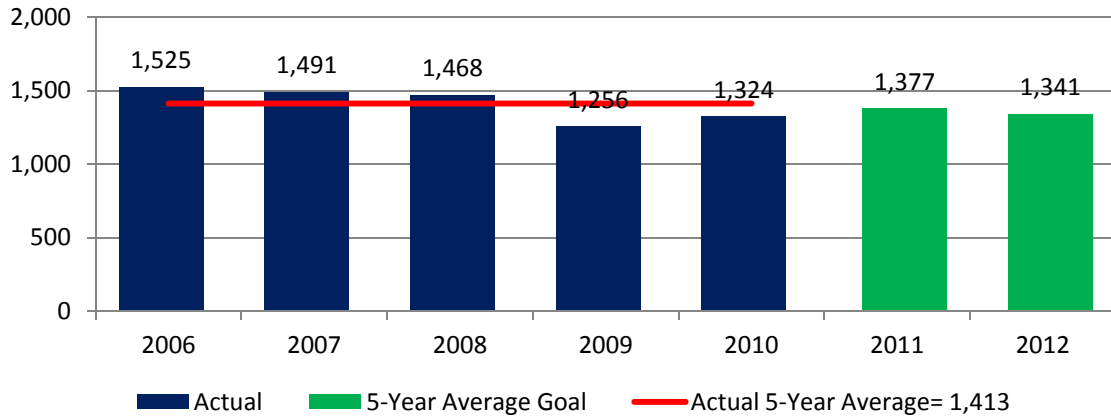
The National Highway Traffic Safety Administration has identified 14 Core Performance Measures and a behavioral survey that each state should use in its evaluation of its programming efforts. These measures ultimately identify the effectiveness of the state's local programs, and are vital in viewing highway safety as a nation. They are listed on the following page:

| Pennsylvania  |        |        |         |         |        |           |           |
|---|--------|--------|---------|---------|--------|-----------|-----------|
| NHTSA Core Performance Measures   |        |        |         |         |        |           |           |
| FFY 2011 Highway Safety Plan  |        |        |         |         |        |           |           |
|   | 2006   | 2007   | 2008    | 2009    | 2010   | 2011 Goal | 2012 Goal |
| <b>Traffic Fatalities</b>   | 1,525  | 1,491  | 1,468   | 1,256   | 1,324  | 1,377     | 1,341     |
| <i>5-year moving average</i>  | 1,565  | 1,540  | 1,518   | 1,471   | 1,413  |           |           |
| <b>Number of Serious Injuries</b>   | 4,228  | 4,122  | 3,842   | 3,239   | 3,556  | 3,702     | 3,607     |
| <i>5-year moving average</i>  | 4,570  | 4,350  | 4,147   | 3,959   | 3,797  |           |           |
| <b>Unrestrained Passenger Vehicle Fatalities</b>  | 611    | 559    | 567     | 451     | 524    | 528       | 514       |
| <i>5-year moving average</i>  | 636    | 604    | 592     | 567     | 542    |           |           |
| <b>Drivers age 20 or less in Fatal Crashes</b>  | 261    | 274    | 193     | 197     | 206    | 220       | 214       |
| <i>5-year moving average</i>  | 282    | 274    | 253     | 236     | 226    |           |           |
| <b>Fatalities in Crashes with a BAC of +0.08</b>  | 418    | 456    | 438     | 344     | 317    | 375       | 355       |
| <i>5-year moving average</i>  | 431    | 430    | 435     | 422     | 395    |           |           |
| <b>Speeding Related Fatalities</b>  | 322    | 385    | 261     | 231     | 284    | 289       | 281       |
| <i>5-year moving average</i>  | 291    | 311    | 309     | 305     | 297    |           |           |
| <b>Motorcycle Fatalities</b>  | 187    | 225    | 236     | 204     | 223    | 209       | 203       |
| <i>5-year moving average</i>  | 168    | 186    | 202     | 211     | 215    |           |           |
| <b>Unhelmeted Motorcycle Fatalities</b>   | 88     | 120    | 122     | 106     | 128    | 107       | 101       |
| <i>5-year moving average</i>  | 65     | 82     | 100     | 106     | 113    |           |           |
| <b>Pedestrian Fatalities</b>  | 171    | 155    | 142     | 136     | 148    | 146       | 142       |
| <i>5-year moving average</i>  | 164    | 163    | 156     | 153     | 150    |           |           |
| <b>Seat Belt Usage</b>  | 86.30% | 86.70% | 85.10%  | 87.90%  | 86.00% | 86.74%    | 87.08%    |
| <b>Fatalities Per VMT</b>   | 1.41   | 1.37   | 1.37    | 1.21    | N/A    | TBD       | TBD       |
| <b>Areas tracked but no goals set</b>   |        |        |         |         |        |           |           |
| <b>Speeding Citations</b>   | 9,044  | 54,140 | 101,148 | 123,198 | 80,054 |           |           |
| <b>Seat Belt Citations</b>  | 7,518  | 14,761 | 20,803  | 20,708  | 26,764 |           |           |
| <b>DUI Arrests</b>  | 2,016  | 3,394  | 3,432   | 5,275   | 5,151  |           |           |
| <b>Goals in red are set to the 5-Year Average</b>   |        |        |         |         |        |           |           |
| <b>Vehicle Miles Traveled (VMT) for 2010 have not been released. Goals cannot be determined until this number is released.</b>                            |        |        |         |         |        |           |           |
| <b>FARS data for 2010 has not been released yet. Areas usually tracked by FARS data are displayed using state data until 2010 FARS data are released.</b> |        |        |         |         |        |           |           |
| <b>Citations shown resulted from grant funded activities.</b>   |        |        |         |         |        |           |           |

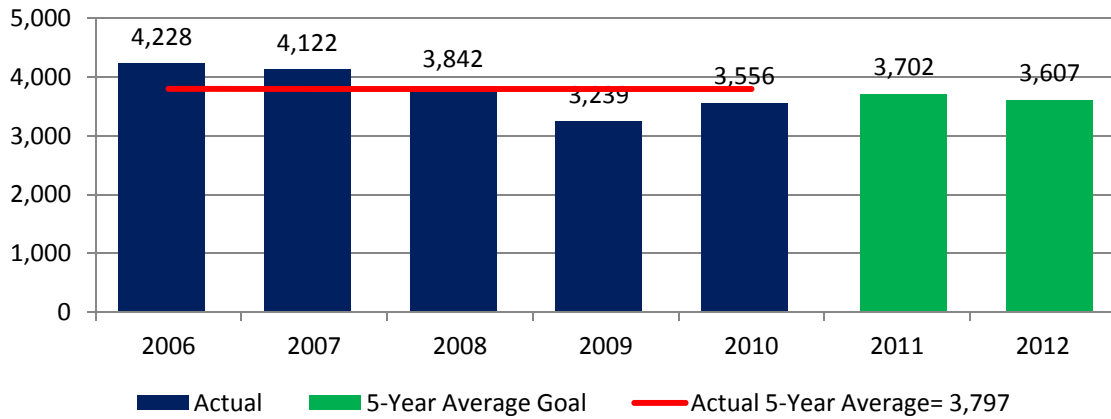


| <b>NHTSA Performance Measures</b>         |   |
|---|---|
| Measurement                               | Description/Objective   |
| Traffic Fatalities                        | Reduce the number of traffic fatalities   |
| Number of Serious Injuries                | Reduce the number of serious injuries related to motor vehicle crashes  |
| Fatalities per VMT                        | Reduce the number of fatalities per vehicle mile traveled   |
| Unrestrained Passenger Vehicle Fatalities | Reduce the number of unrestrained passenger fatalities  |
| Fatalities in Crashes with a BAC of +0.08 | Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of .08 or higher    |
| Speeding Related Fatalities               | Reduce the number of motor vehicle fatalities related to speeding   |
| Motorcycle Fatalities                     | Reduce the number of motor vehicle fatalities related to motorcycles  |
| Unhelmeted Motorcycle Fatalities          | Reduce the number of motor vehicle fatalities related to un-helmeted motorcyclists                                |
| Drivers age 20 or less in Fatal Crashes   | Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality              |
| Pedestrian Fatalities                     | Reduce the number of pedestrian fatalities related to motor vehicle crashes                                       |
| Seat Belt Usage                           | Observe and collect, per 2008 Methodology, seat belt observations to calculate the statewide seat belt usage rate |
| Seat Belt Citations                       | Collect the amount of seat belt citations issued resulting from federally funded local projects                   |
| DUI Arrests                               | Collect the amount of DUI Arrests issued resulting from federally funded local projects                           |
| Speeding Citations                        | Collect the amount of speeding citations issued resulting from federally funded local projects                    |

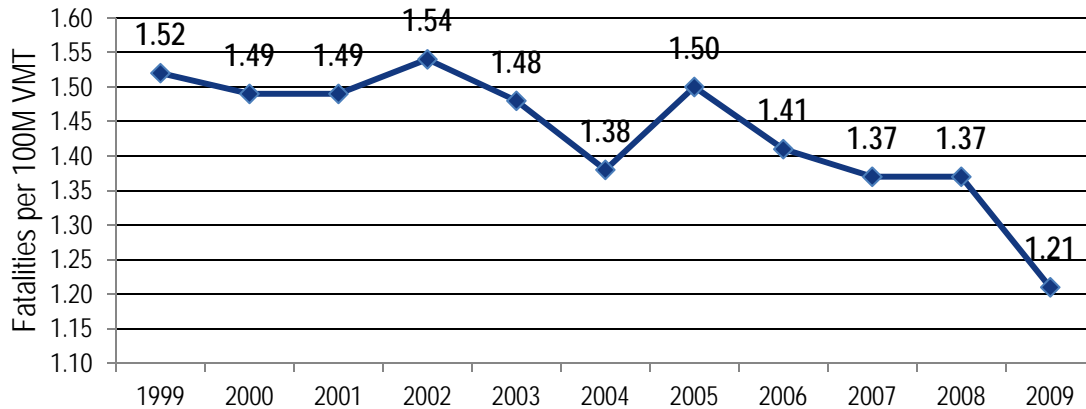
### Total Fatalities and 2011-12 Goals 5-Year Average



### Number of Serious Injury and 2011-12 Goals 5-Year Average



Fatalities per 100M Vehicle Miles Traveled (1999-2010)  
(FARS Data)



### Plan for Behavioral Survey (CP-2012-01-00-00)

- As a part of the Core Performance Measures funding needs to be utilized to maintain and expand the behavioral survey. The survey will assess the attitudinal progress of the driving public based on behavioral highway safety questions. The survey will include the required set of core questions and will also incorporate questions supported by highway safety concerns apparent to PA State programs.
- **Distribution Process**
  - The Department will utilize a web-based survey on the DriveSafePA.org website that has demographic information to determine whether respondents are PA residents and/or licensed drivers.
  - The Governor’s Office and The Department will conduct a statewide press release that will highlight the survey.
  - The survey will be available to the public for approximately 3 weeks.
- **Analysis Process**
  - Survey results will be tabulated by question in an access database and will be evaluated in accordance with NHTSA specifications.
- **Overview of 2010 Survey Results and Future Planning Impact**
  - The majority of respondents are aware of traffic safety enforcement efforts but rarely thought someone would be arrested or cited for violating traffic safety laws.
    - A focus will be placed on increasing earned media opportunities for high visibility enforcement campaigns by PennDOT District Safety Press Officers and Community Traffic Safety Project subgrantees.
  - An overwhelming majority of respondents indicated they do not operate a motor vehicle within 2 hours after drinking alcoholic beverages.
    - This statement supports observations from impaired driving enforcement arrest data. We will continue to utilize sobriety checkpoints and roving patrols to identify and remove impaired drivers from the roadways.

- Respondents were more likely to drive 10 mph or greater in a 65 mph zone than in a 25 mph zone.
  - Approximately 1 out of 5 roadway fatalities are strictly related to speeding. Speed enforcement operations will continue to be funded at the local and state police levels.
- 83.61% of respondents always utilize seat belts.
  - The 2011 observed seat belt rate is 83.82%, which is almost equivalent to the behavioral survey rate.
- Media efforts for impaired driving awareness reach 30% more respondents than seat belt safety media.
  - This result reflects the greater investment in media efforts for impaired driving at the national and state level. Additional focus will be placed on generating earned media opportunities to increase awareness of occupant protection issues.
- Approximately 2 out of 3 respondents who ride motorcycles indicate they always wear helmets and other protective gear while riding a motorcycle.
  - PA helmet use for motorcycle riders (driver or passenger) involved in crashes for 2010 was 57.9% (37.6% unhelmeted; 4.5% unknown). We will continue to promote helmet use through various methods.
- Most respondents indicated that they never or rarely talk or text on a cell phone while driving.
  - For the period 2006-2010 distracted driving was attributed to 11.4% of reported crashes. We will continue to monitor this emerging area of focus as effective countermeasures are established, data becomes more accurate, and new legislation is enacted.

## V. GRANT SELECTION PROCESS

In 2008, the Highway Safety Office assisted in the creation of FHWA required Strategic Highway Safety Plan (SHSP). The SHSP includes various aspects of highway safety ranging from engineering low cost safety improvements to behavioral planning and awareness initiatives. This plan takes a comprehensive look at highway safety and draws influence from many different state and local stakeholders. Strategies that evolved from developing the SHSP helped guide the development of all Highway Safety Plans in subsequent years. Pennsylvania was recently selected as a SHSP Implementation Model State by FHWA.

Seven vital Safety Focus Areas (SFAs) were identified in the SHSP. These are the seven areas that offer the highest potential for lives saved and the possibility of reaching our fatality reduction goals. See the SFAs below:

1. Reducing Aggressive Driving
2. Reducing Impaired (DUI) Driving
3. Increasing Seatbelt Usage
4. Infrastructure Improvements
5. Improving Traffic Records
6. Reducing Motorcycle Crashes

## 7. Mature Driver Safety

In addition to these seven SFAs, nine additional ones were identified and will continue to be implemented in that they all contribute to saving lives.

Distracted Driving is an emerging area of focus for which minimal effective countermeasures have been identified. The reauthorization of transportation funding is expected to provide distracted driving incentive funding for state highway safety grant programs. In the interim, distracted driving will be addressed through existing state and local resources. Distracted Driving accounted for 10% of the crashes and 5% of the fatalities in Pennsylvania over the last 5 years (2006-2010).

PennDOT is currently working on distracted driving awareness in multiple ways. Community Traffic Safety Projects and District Safety Press Officers discuss distracted driving in various public outreach efforts to schools, businesses, and community groups. PennDOT also maintains general information related to distracted driving on the DriveSafePA.org website. The PA Turnpike has launched a year-long anti-texting campaign called “Keep Your Thumbs on the Wheel” that PennDOT also supports. Efforts are also being conducted by paid and earned media campaigns to continually educate the public.

We anticipate active bills related to this subject in the coming Legislative session.

The Safety Advisory Committee (SAC) members, and ultimately the Program Management Committee (PMC), approve the state’s overall Highway Safety Program based upon the goals and priorities established in the SHSP. The SAC approves funding levels for broader state and local safety programs which satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. The group consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. PennDOT also plans to begin a rotation of PennDOT Engineering District Safety Press Officer and Traffic Engineer representatives serving on the SAC during the 2011 planning process. Representation on the SAC will rotate among the eleven engineering districts annually.

Program level budgets are approved during this time, including identifying state-level projects. Individual local projects are established after the respective program level budgets are approved by the PMC. The matrix on the following page illustrates the PMC funding chart that was approved on April 4, 2011.

## VI. PROGRAM COST SUMMARY

| FFY 2012 Safety Grant Program Proposal by Safety Advisory Committee |   |                    |              |              |  |
|---|---|--------------------|--------------|--------------|--|
| SHSP Priority   | Safety Focus Area                       | SAFETEA-LU Funding |              |              | Program Name   |
|   |   | Focus Area Total   | Sub Totals   | Fund Section |  |
| 1   | Reduce Aggressive Driving Crashes       | 5.11               | 1.70         | 402          | Aggressive Driving (Local)   |
|   |   |                    | 1.31         | 402          | Community Traffic Safety Projects (CTSP)   |
|   |   |                    | 1.98         | 402          | PSP 2008 Traffic Safety Initiative   |
|   |   |                    | 0.12         | 402          | Corridor Safety Initiative-Roosevelt Boulevard - Local Police                                    |
| 2   | Reduce DUI Crashes                      | 6.94               | 2.65         | 410          | DUI Sobriety Checkpoint Program - Local  |
|   |   |                    | 1.60         | 410          | PSP 2008 Traffic Safety Initiative   |
|   |   |                    | 0.79         | 402/410      | Chemical Breath Test and Police Traffic Law Enforcement Training                                 |
|   |   |                    | 0.86         | 410          | Operational Maintenance and Technical Support for the PA Alcohol Highway Safety Program          |
|   |   |                    | 0.48         | 402          | Community Traffic Safety Projects (CTSP)   |
|   |   |                    | 0.56         | 410          | DUI Court  |
| 3   | Increase Seat Belt Use                  | 3.77               | 1.35         | 402/405      | Buckle Up PA-Municipal Police Occupant Protection Enforcement & Education Program - Local Police |
|   |   |                    | 1.00         | 402          | Traffic Injury Prevention Program (TIPP)   |
|   |   |                    | 0.82         | 402          | Community Traffic Safety Projects (CTSP)   |
|   |   |                    | 0.60         | 405          | PSP 2008 Traffic Safety Initiative   |
| 4   | Infrastructure Improvement & Local Road | 0.35               | 0.35         | 402          | Municipal Safety Liaison-Local Technical Assistance Program (LTAP) Engineers                     |
| 5   | Crash Data Improvement                  | 1.63               | 1.63         | 408          | Traffic Records - BHSTE (TRCC & CDART)   |
| 6   | Motorcycle Safety                       | 0.73               | 0.62         | 2010         | Motorcycle Safety Programs - (BDL)   |
|   |   |                    | 0.11         | 402          | Community Traffic Safety Projects (CTSP)   |
| 7   | Mature Driver Safety                    | 0.11               | 0.11         | 402          | Community Traffic Safety Projects (CTSP)   |
| N/A   | All                                     | 0.35               | 0.30         | 402          | Planning and Administration  |
|   |   |                    | 0.03         | 402          | Public Information & Education Program Materials - CO Press Office Support - BHSTE               |
|   |   |                    | 0.02         | 402          | Grant-Specific Training - (dotGrants/DUI Courts)   |
| <b>Total (in millions)</b>  |   | <b>18.99</b>       | <b>18.99</b> |              |  |

The HSP identifies the total amount of federal funds that will be committed to each program. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in PA. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs

deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified in the PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan.

The following FY2012 Highway Safety Program Budget (Cost Summary) projects the Commonwealth's proposed allocations of federal funds (including carry-forward funds) by program area, based on the goals identified in this document.

| Federal Fiscal Year 2012 Highway Safety Program Budget |   |        |                        |             |                           |                     |                 |                        |  |
|--|---|--------|------------------------|-------------|---------------------------|---------------------|-----------------|------------------------|--|
| Program Area   | Program Description   | CFDA   | Approved Program Costs | State Funds | Federally Funded Programs |                     |                 | Federal Share to Local |  |
|  |   |        |                        |             | Previous Balance          | Increase/(Decrease) | Current Balance |                        |  |
| PA-2012-01-00-00                                       | Planning & Administration                                   | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$400,000.00        | \$400,000.00    | \$0.00                 |  |
| PT-2012-01-00-00                                       | PA State Police Police Traffic Services                     | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$1,895,000.00      | \$1,895,000.00  | \$0.00                 |  |
| PT-2012-02-00-00                                       | Roosevelt Blvd Corridor Safety Enforcement                  | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$295,000.00        | \$295,000.00    | \$295,000.00           |  |
| PT-2012-03-00-00                                       | Aggressive Driving Enforcement & Education Program (local)  | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$2,345,000.00      | \$2,345,000.00  | \$2,345,000.00         |  |
| PT-2012-04-00-00                                       | Dept. Ed Institute for Law Enforcement Training (402)       | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$465,000.00        | \$465,000.00    | \$0.00                 |  |
| CP-2012-01-00-00                                       | PA Community Traffic Safety Projects                        | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$3,100,000.00      | \$3,100,000.00  | \$3,100,000.00         |  |
| CP-2012-02-00-00                                       | Traffic Injury Prevention Program                           | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$1,350,000.00      | \$1,350,000.00  | \$0.00                 |  |
| CP-2012-03-00-00                                       | Public Information & Education                              | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$30,000.00         | \$30,000.00     | \$0.00                 |  |
| CP-2012-04-00-00                                       | Grant Program Training Needs                                | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$25,000.00         | \$25,000.00     | \$0.00                 |  |
| RS-2012-01-00-00                                       | Local Technical Assistance Program                          | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$500,000.00        | \$500,000.00    | \$0.00                 |  |
| OP-2012-01-00-00                                       | Occupant Protection Enforcement & Education Program (local) | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$350,000.00        | \$350,000.00    | \$350,000.00           |  |
| OP-2012-02-00-00                                       | PA State Police Occupant Protection                         | 20.600 | \$0.00                 | \$0.00      | \$0.00                    | \$85,000.00         | \$85,000.00     | \$0.00                 |  |
| Subtotal CFDA #20.600 (§ 402)                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$10,840,000.00     | \$10,755,000.00 | \$6,090,000.00         |  |
| K8-2012-01-00-00                                       | PA State Police - Impaired Driving Enforcement Program      | 20.601 | \$0.00                 | \$0.00      | \$0.00                    | \$1,900,000.00      | \$1,900,000.00  | \$0.00                 |  |
| K8-2012-02-00-00                                       | PA DUI Enforcement Programs (local)                         | 20.601 | \$0.00                 | \$0.00      | \$0.00                    | \$4,779,475.00      | \$4,779,475.00  | \$4,779,475.00         |  |
| K8-2012-03-00-00                                       | DUI Courts  | 20.601 | \$0.00                 | \$0.00      | \$0.00                    | \$550,000.00        | \$550,000.00    | \$550,000.00           |  |
| K8-2012-04-00-00                                       | Dept. Ed Institute for Law Enforcement Training (410)       | 20.601 | \$0.00                 | \$0.00      | \$0.00                    | \$450,000.00        | \$450,000.00    | \$0.00                 |  |
| K8-2012-05-00-00                                       | PA DUI Association Technical Services Program               | 20.601 | \$0.00                 | \$0.00      | \$0.00                    | \$820,000.00        | \$820,000.00    | \$0.00                 |  |
| Subtotal CFDA #20.601 (§ 410)                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$8,499,475.00      | \$8,499,475.00  | \$5,329,475.00         |  |
| K2-2012-01-00-00                                       | PA State Police - Occupant Protection Enf. & Edu. Program   | 20.602 | \$0.00                 | \$0.00      | \$0.00                    | \$501,000.00        | \$501,000.00    | \$0.00                 |  |
| K2-2012-02-00-00                                       | Occupant Protection Enforcement & Education Program (local) | 20.602 | \$0.00                 | \$0.00      | \$0.00                    | \$880,000.00        | \$880,000.00    | \$880,000.00           |  |
| Subtotal CFDA #20.602 (§ 405)                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$1,381,000.00      | \$1,381,000.00  | \$880,000.00           |  |
| K9-2012-01-00-00                                       | Traffic Records System Improvements                         | 20.610 | \$0.00                 | \$0.00      | \$0.00                    | \$2,533,000.00      | \$2,533,000.00  | \$0.00                 |  |
| Subtotal CFDA #20.610 (§ 408)                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$2,533,000.00      | \$2,533,000.00  | \$0.00                 |  |
| K6-2012-01-00-00                                       | Motorcycle Safety Initiatives                               | 20.612 | \$0.00                 | \$0.00      | \$0.00                    | \$579,038.00        | \$579,038.00    | \$0.00                 |  |
| Subtotal CFDA #20.612 (§2010)                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$579,038.00        | \$579,038.00    | \$0.00                 |  |
| <b>Total NHTSA</b>                                     |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$23,832,513.00     | \$23,747,513.00 | \$12,299,475.00        |  |
| <b>Total FHWA</b>                                      |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$0.00              | \$0.00          | \$0.00                 |  |
| <b>Total NHTSA &amp; FHWA</b>                          |   |        | \$0.00                 | \$0.00      | \$0.00                    | \$23,832,513.00     | \$23,747,513.00 | \$12,299,475.00        |  |

Agreements between the Department and political subdivisions are established through the dotGrants ([www.dot34.state.pa.us](http://www.dot34.state.pa.us)) electronic grants management system. Potential applicants can find information related to the dotGrants system and available grant opportunities through the Department's website ([www.dot.state.pa.us](http://www.dot.state.pa.us)) and by contacting the Department directly.

Interested applicants are provided information sheets during the grant application period (established after PMC approves the program level budgets) which cover available grant types, applicable federal and state laws and regulations, program requirements and parameters, eligibility standards (including minimum qualifications), the term of the grants, funding availability, matching fund requirements, allowable costs, and suggested performance measures.

Upon conclusion of the grant application period a team of scorers utilize an objective scoring method applied equally to all applications. Successful applications are determined by how well the applicant's proposal addresses problem identification, program goals, and project evaluation. Applicant agency qualifications and the proposed project budget are also considered in scoring applications.

Unsuccessful applicants are provided the opportunity for a debriefing by the Department. The discussion is limited to a critique of the submitted proposal. The feedback is designed to help the applicant strengthen future submissions.

Successful applicants move into negotiations with the HSO staff. Upon completion of negotiations, proposals are routed through the dotGrants grant approval workflow, consisting of review and electronic approval by DHSTO, Office of Chief Counsel, Office of the Comptroller, and Department of Treasury personnel.

Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT reflecting state and federal rules and regulations. Project directors are required to submit quarterly reports indicating activities and progress. Reports are requested on standard quarters; October to December, January to March, April to June, and July to September. Annual reports are also requested for identified projects. The DUI Enforcement projects are required to submit enforcement activity reports within one week of the operations.

The Highway Safety Office is in the beginning phases of writing the new SHSP. The first meeting for this year's Strategic Highway Safety Plan was held on July 8, 2011. The idea for this meeting was to discuss updates for the SHSP and verified that the plan was on track for completion in the spring of 2012. This HSP will introduce the new direction Pennsylvania is adopting to set highway safety goals.



## PAID MEDIA

In FY 2012, The Pennsylvania Department of Transportation (PennDOT) will use state funds to support paid advertising activities in three major areas of traffic safety.

-DUI paid media will be purchased for the July 4<sup>th</sup> and Labor Day mobilizations in 2012. Strategies such as radio messages, billboards, gas pump toppers, and bar & convenience store advertising will be used during the campaigns. Males age 18-34 are the target demographic.

-Click It or Ticket paid media advertising will also occur in FY 2012. The campaigns will occur during national and statewide enforcement mobilizations. Radio messages and billboards make up a majority of the advertising. Males 18-54, night-time, pickup truck drivers are the target demographic for Click It or Ticket media.

-A distracted driving campaign is planned for the Spring/Summer of 2012. Pennsylvania currently doesn't have a cell phone/text law that prohibits use of hand held devices. We hope that purchasing media and raising awareness of distracted driving issues will ultimately result in safer driving practices. Strategies similar to those of the DUI and Click It or Ticket campaigns (billboards and radio advertising) will be utilized.

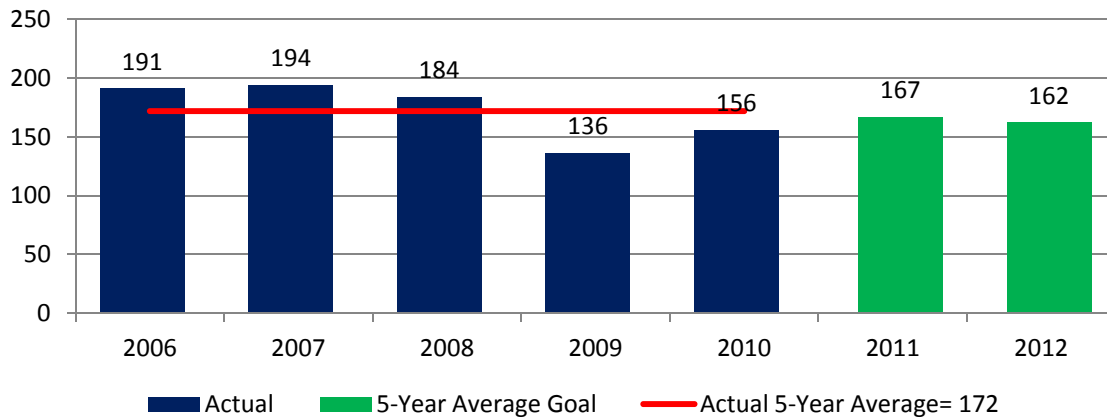
# POLICE TRAFFIC SERVICES

## I. OVERVIEW

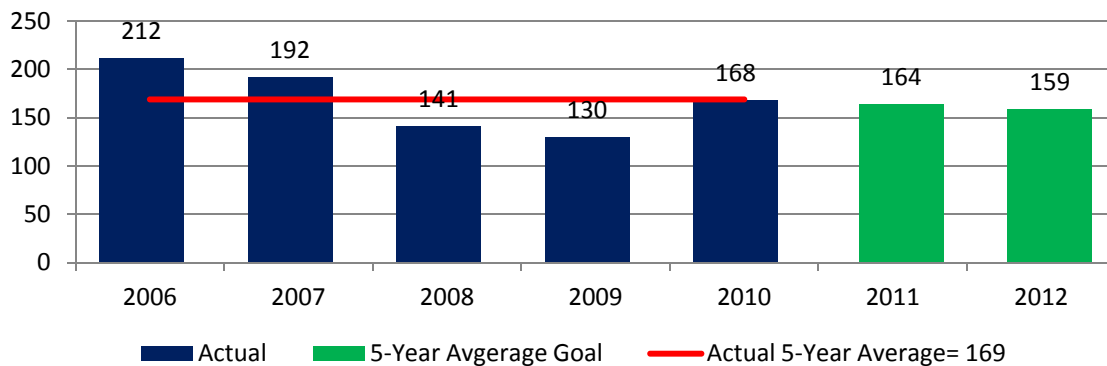
Law enforcement agencies in Pennsylvania are provided overtime enforcement funding through a grant with PennDOT to implement proven and cost-effective traffic safety enforcement strategies. These strategies address child passenger safety and aggressive driving by providing statewide, as well as local, enforcement in specific problem areas.

## II. CORE PERFORMANCE MEASURES

### Speeding Fatalities and 2011-12 Goals 5-Year Average



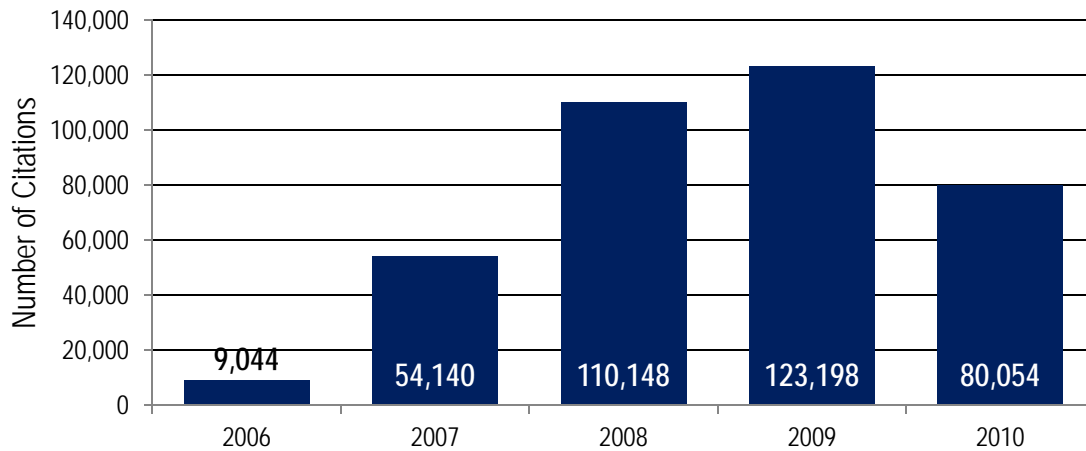
### NHTSA Aggressive Driving Fatalities and 2011-12 Goals 5-Year Average



### III. STATE GOALS

- Pennsylvania’s goal is to reduce the 5-year average of speeding related fatalities to 167 by 2011 and to reduce the 5-year average of aggressive driving related fatalities to 164 by 2011. This represents the pace at which the speeding related and aggressive driving fatality reduction would need to remain if overall state-wide fatalities were to cut in half by 2030.

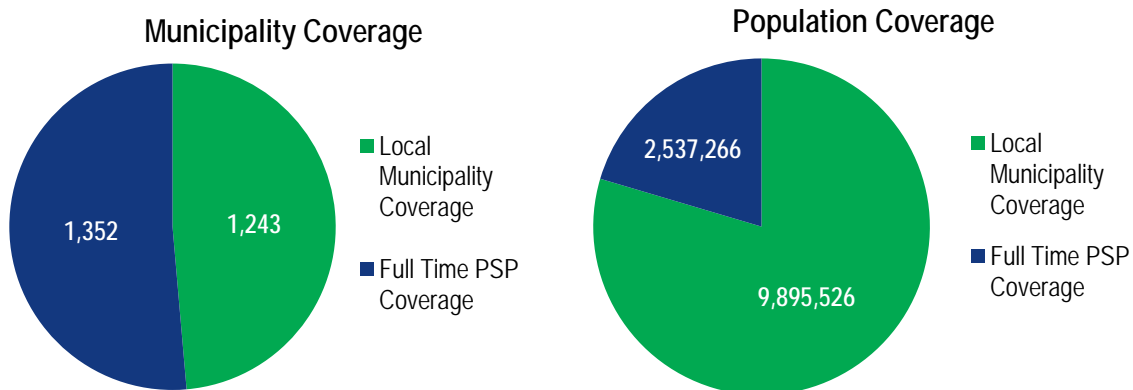
Speeding Citations from Aggressive Driving Enforcement Operations  
(State Data)



Due to decreased funding in FFY2010, Aggressive Driving Enforcement Operations were scaled back, resulting in the drop shown in the graph above. While the number of operations was decreased, the number of citations per operation did not drop.

### IV. PROBLEM IDENTIFICATION OVERVIEW

**Overview: Addressing aggressive driving, speeding, DUI and special highway safety traffic enforcement**



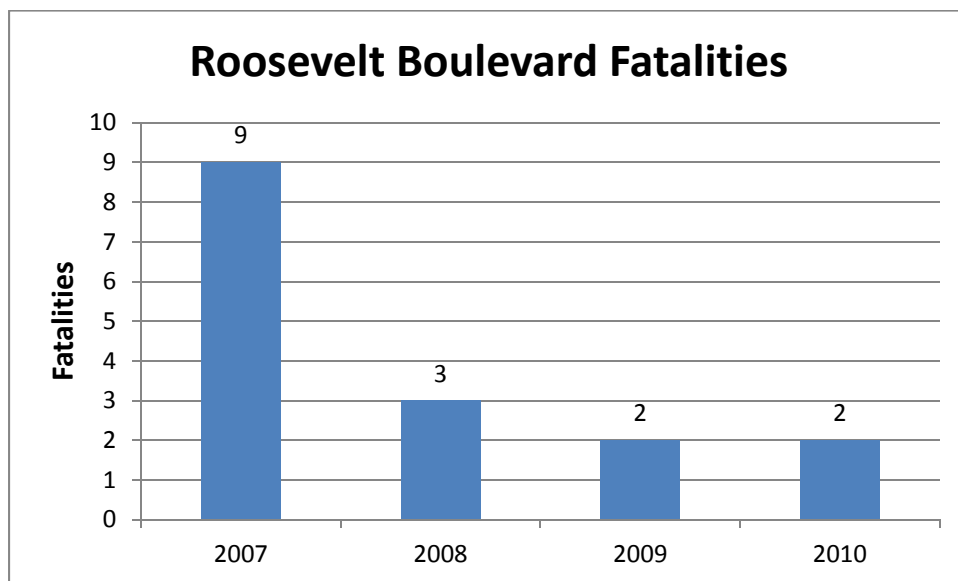
These projects provide enforcement at a statewide level. As shown above, the coverage of this project adequately justifies funding as the PSP has jurisdiction over half the municipalities in Pennsylvania and 20 percent of the population.

**Overview: Addressing Specific Corridors:**

| CRASHES PER YEAR ON HIGHWAY SAFETY CORRIDORS |            |            |            |            |            |
|--|------------|------------|------------|------------|------------|
|  | 2006       | 2007       | 2008       | 2009       | 2010       |
| I-81 Scranton Area                           | 56         | 53         | 47         | 61         | 56         |
| I-81 Capital Beltway                         | 136        | 143        | 166        | 148        | 158        |
| I-81 Carlisle Area                           | 25         | 40         | 28         | 25         | 21         |
| SR 30 Westmoreland Co                        | 44         | 36         | 41         | 35         | 43         |
| I-81 Wilkes-Barre                            | 80         | 88         | 73         | 85         | 74         |
| SR 100 Chester Co                            | 126        | 76         | 64         | 63         | 56         |
| I-80 Monroe Co                               | 97         | 93         | 70         | 70         | 82         |
| US 30 Somerset Co                            | 28         | 16         | 20         | 19         | 17         |
| SR 119 Westmoreland Co                       | 30         | 25         | 9          | 14         | 14         |
| SR 220 Lycoming Co                           | 17         | 21         | 23         | 25         | 28         |
| US 1 Philadelphia (Roosevelt Boulevard)      | 218        | 212        | 197        | 225        | 266        |
| <b>Total</b>                                 | <b>857</b> | <b>803</b> | <b>738</b> | <b>770</b> | <b>815</b> |

These corridors were selected based upon prior crash history and the possibility of local PSP Troop cooperation for increased visible enforcement. Despite a recent rise, there has been an overall decline in the number of crashes on these safety corridors. By maintaining highly visible levels of enforcement we are on the path to significantly reducing crashes on these roadways

**Overview: Addressing Roosevelt Boulevard in Philadelphia:**



## V. COUNTERMEASURES

- **PA State Police Traffic Safety Initiatives (PT-2012-01-00-00)**
  - *Aggressive Driving Enforcement and Education*
    - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project’s problem ID**
    - Continue to have every troop participate in Pennsylvania’s Aggressive Driving Enforcement and Education Project. Schedule and coordinate earned media events and regional road selection planning meetings. Use data driven enforcement in high crash locations to target aggressive drivers and reduce crashes. Assist in joint operations with local police departments; especially with those that need the use of radar (local police can’t use radar in Pennsylvania).
  - *Corridor Safety*
    - **Problem Identification: Often a disproportionately large number of crashes happen on a small number of roads. A lack of enforcement, public education, and awareness can result in dangerous driving habits on local corridors. Any road that has a crash rate at least 1.5 times the homogenous crash rate can be considered for Highway Safety Corridor designation.**
    - This task also provides for speed and aggressive driving enforcement on 11 designated high crash corridors across the state. These corridors were selected based upon prior crash history and the possibility of local PSP Troop cooperation for increased visible enforcement. The corridors are marked by “Safety Corridor-Fines Doubled” signs.
  - *Special Traffic Enforcement Program*
    - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project’s problem ID**
    - The STEP program is designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. STEP operations shall include speed enforcement initiatives utilizing Department emergency vehicles, Department motorcycles, radar and Operation SPARE.
  - *Operation Maximum Effort*
    - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project’s problem ID**
    - This task provides a highly visible and aggressive speed enforcement effort to obtain voluntary compliance with the Commonwealth’s posted speed limits and rules of the road.
- **Roosevelt Boulevard Project (PT-2012-02-00-00)**
  - **Problem Identification: The combination of high speeds, traffic signals, and pedestrians on the Roosevelt Boulevard creates a complicated problem which requires special attention/overtime enforcement from the Philadelphia Police Department. According to a recent study done by State Farm Insurance, two**

**of the three most dangerous intersections in the country are on Roosevelt Boulevard.**

- PennDOT will continue to fund the Philadelphia City Roosevelt Boulevard speed enforcement project. These funds pay for 365 days/year overtime enforcement on the 12.5 mile corridor. Roosevelt Boulevard is essentially a high speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. This roadway design possesses many crash problems. Continuous enforcement on the Boulevard has proven to be effective. Fatalities on the road have dropped from 9 in 2007 to 2 in 2010.
- **Local Police – Aggressive Driving Enforcement and Education Project (PT-2012-03-00-00)**

- ***Problem Identification:* Motorists have cited aggressive driving as the number one traffic safety threat. Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Approximately 60% of all 2010 traffic fatalities in Pennsylvania involved some sort of aggressive driving. Of those aggressive driving fatalities, 35% were speeding-related. Aggressive driving actions include (but are not limited to) speeding, tailgating, red light running, frequent lane changes, failing to yield to the right of way, and passing improperly. Dangerous driving habits such as these played a part in 800 traffic fatalities on Pennsylvania roadways in 2010. It is anticipated that the extra enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, a lasting change in motorist behavior, and ultimately fewer aggressive driving-related crashes and fatalities.**

**The plan for selecting aggressive driving enforcement corridors in Pennsylvania takes into consideration many different possibilities. Officers need to be on designated roadways where there is an opportunity to make two contacts per hour. In fiscal year 2012, each road segment in Pennsylvania with five or more NHTSA defined aggressive driving crashes over the past five years will be considered for enforcement. For these selected roadways, officer knowledge and local data is referenced at planning meetings to determine if the road has a true problem.**

- Fiscal year 2012 will mark Pennsylvania's 7th year participating in the Aggressive Driving Enforcement and Education Program. Currently in fiscal year 2011 there are 320 local police departments conducting aggressive driving on 355 high aggressive driving crash corridors. In fiscal year 2012 we would like to maintain the same level of enforcement commitment on the same number of roads. Continuous recognizable enforcement on these dangerous corridors will help greatly in reducing crashes and fatalities in years to come. Press events and public awareness to highlight the enforcement effort and promote safe driving is

also necessary. Even small aggressive driving crash reductions on our most dangerous corridors will have a positive effect on the overall statewide crash picture. Local district judges are made aware of which roads are targeted and when enforcement is being conducted. Judge cooperation is very important and it is hoped that educated judges will consider traffic safety when reviewing aggressive driving citations.

The 2010 crash data shows a 4.27% reduction from the 2007-2009 baseline in aggressive driving crashes on the on the selected corridors. Between 2006-2008 an average of 13,563 aggressive driving crashes occurred per year on all the roads combined. After intense targeted enforcement in 2010, the number dropped down to 12,984. The reduction in crashes is directly related to the number of enforcement hours and citations issued for each corridor. The encouraging results serve as proof that our efforts are effective

- **Operation Yellow Jacket (State Funds)**
  - Operation Yellow Jacket is an enforcement effort by the Pennsylvania State Police with cooperation from PennDOT. Troopers pose as PennDOT employees using state vehicles rather than police cruisers to run radar within a work zone. Once a speed violation is detected, the radar technician radios the vehicle information ahead to troopers who are waiting to pull over the unsuspecting violator.

| SAFETY MEASUREMENTS   | OBJECTIVE  |
|---|--|
| Enforcement Hours Provided for Aggressive Driving Initiative, from the PSP  | Perform over 6,000 hours of enforcement during the appropriate Aggressive Driving Initiative Waves.  |
| Increase the number of Officers Trained   | 125 Troopers within Grant Program to be trained in SFST. 15 Troopers will be certified as Drug Recognition Experts (DRE).  |
| Provide continuous daily enforcement on the Roosevelt Boulevard   | Make 2 contacts per hour during daily 8 hour overtime enforcement shifts. Make 16 contacts per day and at least 5,840 contacts per year.   |
| Mobilize 320 local police department and all State Police Troops to provide data driven aggressive driving enforcement on high crash corridors. | Provide a perception of continuous enforcement on 355 corridors over three waves.  |
| Reduce crashes on aggressive driving corridors from prior three year crash average  | In 2010, there was a 4.27% crash reduction from the prior three year crash average on the aggressive driving corridors. PennDOT would like to have at least a 10% reduction each year. |

# IMPAIRED DRIVING

## I. OVERVIEW

Reducing the number of alcohol-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth remains a top safety focus area for Pennsylvania. According to the NHTSA Fatality Analysis and Reporting System, in 2009, there were 406 fatalities in crashes involving at least one driver with a BAC of 0.08 or greater. These 406 fatalities accounted for 33% of traffic-related fatalities in 2009. As determined by the PA Crash Records System, the Commonwealth experienced 444 alcohol-related fatalities and almost 3,000 moderate to major injuries as a result of alcohol-related crashes in 2010. Arrests for DUI per 100,000 licensed drivers have reduced slightly from decade-high peak of 686 in 2008 to a rate of 626 in 2010.

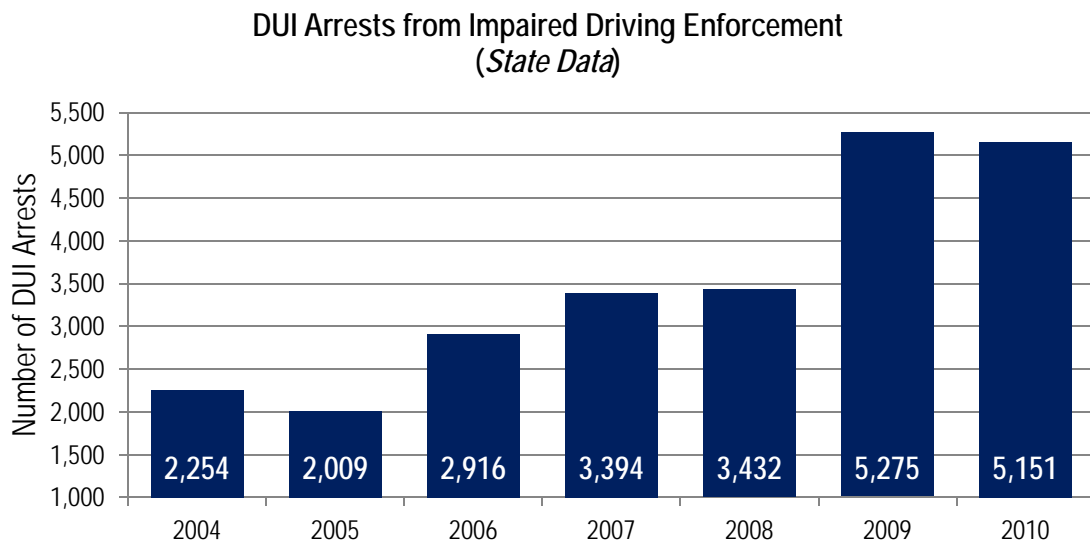
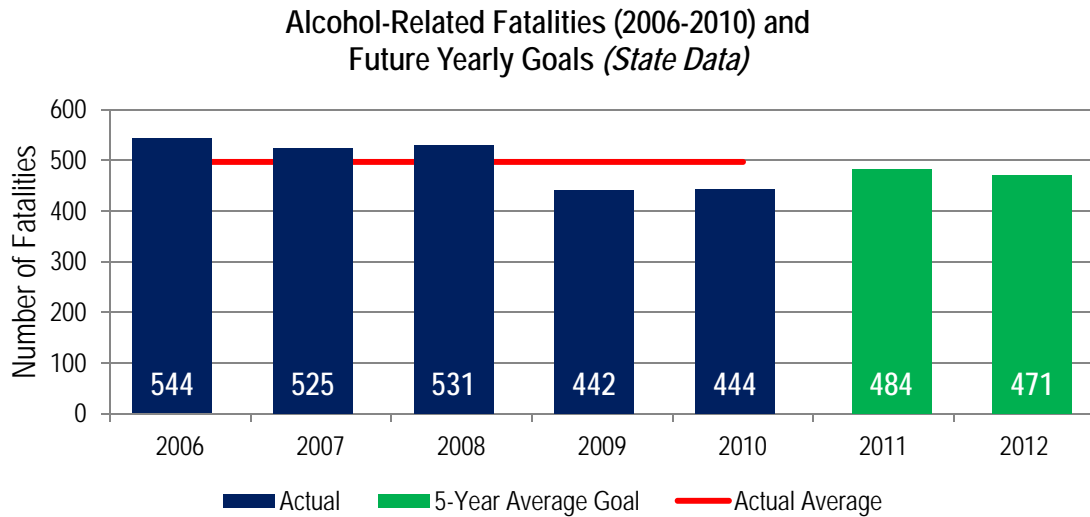
The following information is taken from the 2010 PennDOT Crash Facts Book;

- Of particular concern is the involvement of drinking drivers under the age of 21. 31% of the driver deaths in the 16-20 age group were drinking drivers, up from 27% in 2009.
- 91% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 75% were the drinking drivers themselves.
- 72% of the drinking drivers in traffic crashes were male.
- 72% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- Alcohol-related crashes were 4.5 times more likely to result in death than those not related to alcohol (3.3% of the alcohol-related crashes resulted in death, compared to 0.7% of crashes which were not alcohol-related).
- Of equal focus is the 21 to 25 age group, in which 50% of the driver deaths were drinking drivers. This age group had the second worst percentage of all groups, and was up from 44% in 2009. The 26 to 30 age group decreased to 45% from 51% in 2009.

Due to the fact that Pennsylvania had an alcohol-related fatality rate greater than the national average and did not experience the same reductions as the United States as a whole during the years 2006-08, Pennsylvania was identified for a special management review. The result of the special management review was 11 recommended action items and a performance enhancement plan. The measurable action items are listed in the safety measurements table at the end of this section.



## II. CORE PERFORMANCE MEASURES



DUI Arrests continue to climb. Our statewide program is providing officers Standard Field Sobriety Training (SFST) which allows officers to more accurately make DUI arrests.

## III. STATE GOALS

- Pennsylvania's goal is to reduce the 5-year average of DUI related fatalities (any positive BAC) from 497 in 2010 to 484 in 2011 and 471 in 2012. This represents the pace at which the DUI related fatality reduction would need to remain in order for the 2010 5-year average to be cut in half by 2030.

## IV. COUNTERMEASURES

- **PA State Police Impaired Driving Enforcement (K8-2012-01-00-00)**
  - ***Problem Identification*** – Over the past three years, DUI arrests for drug impairment have increased each year from just over 7,600 in 2006 to more than 11,800 in 2010. In addition to the DUI drug arrests; there have been over 600 fatal crashes in the past three years in which at least one of the involved drivers tested positive for drug impairment according to FARS. Impaired driving was a contributing factor in 444 preventable fatalities on Pennsylvania roadways in 2010. With proper training, especially in Standard Field Sobriety Testing (SFST), officers will be able to legally identify impaired drivers and remove them from the road hopefully before a crash occurs.
  - The Pennsylvania State Police trains state police troopers in SFST to be more apt in detecting drinking drivers, especially heavy drinkers who have developed a tolerance to alcohol. Identifying and removing these intoxicated drivers from the highways will ensure a safer environment for all motorists traveling on the Commonwealth's highways.
  - The Pennsylvania State Police and their Selective Traffic Enforcement Against Drunk-Driving (STEAD-D) program conduct impaired driving enforcement operations on a sustained basis and coordinating with mobilizations. The Drug Recognition Expert (DRE) program certifies officers each year as experts in drug impairment recognition. The DRE program also includes training on the Advanced Roadside Impaired Driving Enforcement (ARIDE) program.
- **Municipal DUI Enforcement Programs (K8-2012-02-00-00)**
  - ***Problem Identification*** – According to state crash data, over the past five years, 2006 to 2010 there has been an average of roughly 6,000 crashes each year involving a driver with a BAC of at least 0.08 or above.  
**From 2006 to 2010, 9 of Pennsylvania's 67 counties represented over 51 percent of all alcohol-related crashes. PennDOT has 22 enforcement grants in those counties. Approximately 2 million dollars will be granted for overtime enforcement in these high-crash counties in FY2012.**
  - Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. By means of 50 enforcement grants, PennDOT provides funding to over 600 police departments. These participating departments conduct DUI enforcement operations including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations.

- **DUI Courts (K8-2012-03-00-00)**
  - ***Problem Identification*** – According to FARS data, over the past three years there has been over 150 fatal crashes that involved a driver with a prior DUI conviction (within the last three years) on their driver’s record. Last year in Pennsylvania just over 57% percent of the DUI convictions were second or subsequent offenses. These repeat offenders have not responded to general DUI treatment and require a more intensive program if any change in attitude is going to occur.
  - In an effort to curb DUI recidivism, PennDOT provides counties with grants for DUI Court. The DUI Court model is similar to the pre-existing Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. Not all repeat offenders have the option to be admitted to the program. In 2011, five DUI Courts will be funded and approximately 200 repeat offenders will be treated. DUI Court grants from PennDOT are renewed for three years and are intended to help a court get started financially until it can become self sufficient.
- **Institute for Law Enforcement Education (K8-2012-04-00-00 & PT-2012-04-00-00)**
  - PennDOT relies heavily on police officers to conduct enforcement strategies focusing on highway safety. As a result, PennDOT provides training in the area of impaired driving enforcement including, standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. PennDOT finances an MOU with the Department of Education which funds the Institute for Law Enforcement Education (ILEE). Each year, more than 4,000 law enforcement personnel receive training under this agreement.
- **Pennsylvania DUI Association Technical Services Program (K8-2012-05-00-00)**
  - ***Problem Identification*** – PennDOT is mandated by Chapter 67 and Title 75 to manage the Alcohol Highway Safety Program (AHSP) for the Commonwealth. In 2010, Pennsylvania had roughly 50,000 first-time and second-time DUI offenders who required Alcohol Highway Safety School (AHSS). With this great demand, it is vital to have instructors with current teaching certification in each County. In 2010, roughly 120 instructors were certified, and 120 Court Reporting Network (CRN) evaluators were certified statewide.
    - **In CY 2010 PennDOT grant funds reached an estimated 600 police agencies to conduct over-time enforcement focused on impaired driving. These law enforcement agencies conducted almost 1,000 checkpoints and just over 1,700 roving patrols.**
  - PennDOT contracts with the Pennsylvania DUI Association to manage the Alcohol Highway Safety Program (AHSP). The two main components of the AHSP deal with DUI offenders. These components are AHSS and the CRN. All DUI offenders are required to attend AHSS prior to license restoration. PennDOT

is tasked with certifying both the alcohol highway safety school curriculum and the instructors. In addition to AHSS, DUI offenders are required to be evaluated for alcohol dependency using evaluation tools which are part of the CRN. The output of these evaluations is the client profile form which is presented to the judge prior to sentencing to determine if drug and alcohol treatment are necessary. The Department is tasked with certifying the CRN evaluators.

- PennDOT funds two DUI Law Enforcement Liaisons who act as a resource for the 50 DUI enforcement grants statewide. Their tasks include, but are not limited to, providing technical assistance to the impaired driving task forces, relay proper case law regarding various aspects of impaired driving, and to act as an extension of PennDOT for our law enforcement partners.
- **Ignition Interlock (State Funds)**
  - In Pennsylvania, any person convicted of a second or subsequent offense of DUI is required to have an ignition interlock system installed on their vehicle for one year. These devices work by requiring the driver to blow into it before starting the vehicle. If the device detects alcohol, it will prevent the vehicle from starting. Ignition interlock devices will also prompt the driver to blow into the device periodically during the operation of the vehicle. More than 50 million sober miles were driven by people with ignition interlock devices in 2010. Also, thanks to these devices, more than 53,000 impaired driving attempts were prevented last year. PennDOT maintains a Quality Assurance contract with the Pennsylvania DUI Association to monitor installations and ensure best practices amongst state approved ignition interlock providers. The Quality Assurance technicians make approximately 200 site visits each year to local installation centers to determine if the guidelines set forth in the Pennsylvania Ignition Interlock Specifications are followed. The contract with the Pennsylvania DUI Association is maintained with state funds.

| SAFETY MEASUREMENTS   | OBJECTIVE   |
|---|---|
| Conduct impaired driving enforcement operations               | Conduct 700 sobriety checkpoints, 1,700 roving patrols, and 125 cops in shops operations by September 30, 2012. |
| Conduct police training for drug impaired driving enforcement | Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2012.              |
| Continue to fund the implementation of additional DUI Courts  | Fund five DUI Courts through September 30, 2012.  |
| Conduct Standardized Field Sobriety Testing (SFST) training   | Perform 40 SFST related trainings by September 30, 2012.  |
| Conduct evidentiary chemical breath test equipment            | Hold 50 breath test related trainings by September 30,  |

|  |  |
|--|--|
| training   | 2012.  |
| Conduct sobriety checkpoint training for officers                                | Perform 25 sobriety checkpoint related trainings by September 30, 2012.                                      |
| Train law enforcement personnel in highway safety related disciplines            | Train 5,000 law enforcement officers in highway safety related disciplines in September 30, 2012.            |
| Conduct training for AHSS instructors and CRN evaluators                         | Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2012.                                   |
| SFST Classes Conducted   | Perform 4 SFST Classes for Trooper Personnel by September 30, 2012.  |
| BAC reporting requirements for all drivers involved in fatal crashes (from PEP)  | Quarterly reporting for all agencies receiving S.410 funds regarding unknown BACs beginning October 1, 2011. |
| Develop and implement a strategic impaired driving communication plan (from PEP) | Develop a year-long communication plan for impaired driving enforcement by January 1, 2012.                  |
| Conduct an analysis of DUI arrest and convictions (from PEP)                     | Provide enforcement grantees an analysis of local DUI arrest and conviction data by October 1, 2011.         |

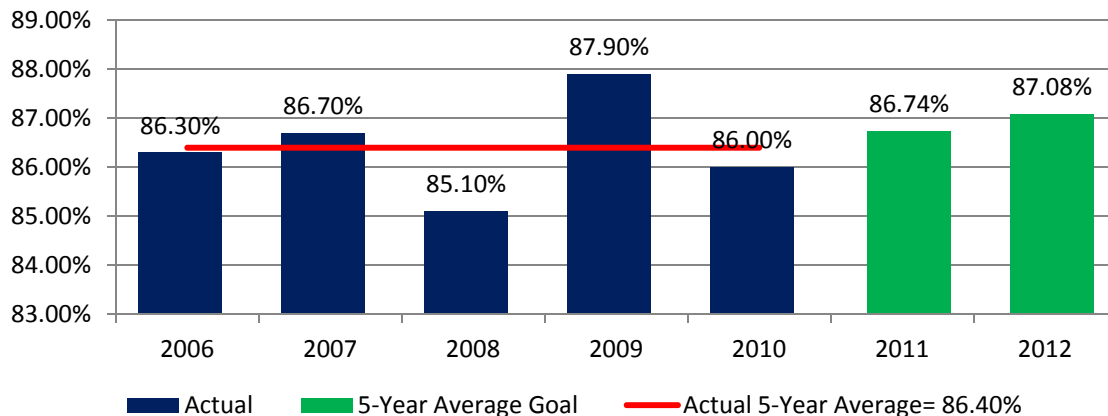
# OCCUPANT PROTECTION PROGRAM

## I. OVERVIEW

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The 2010 observed seat belt usage rate statewide was 86.00%. This is well above the National Occupant Protection Use Survey (NOPUS) average of 76% for secondary law states. Even with an observed seat belt usage rate above the national average, 2009 Fatality Analysis Reporting System (FARS) data reports show that at least 52.0% of occupants killed in passenger vehicle crashes in PA were not properly restrained.

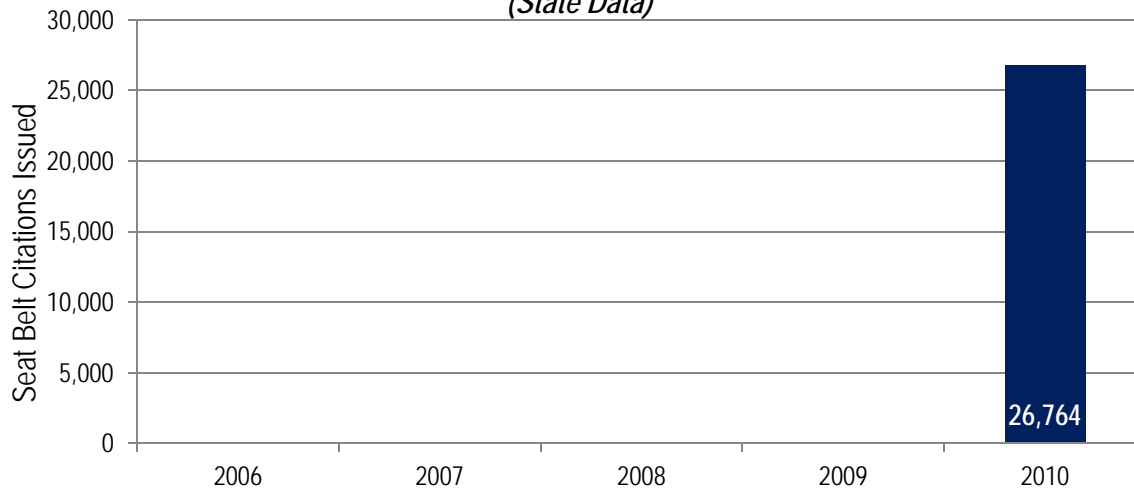
## II. CORE PERFORMANCE MEASURES

**Observed Seat Belt Usage Rate and 2011-12 Goals**  
**5-Year Average**

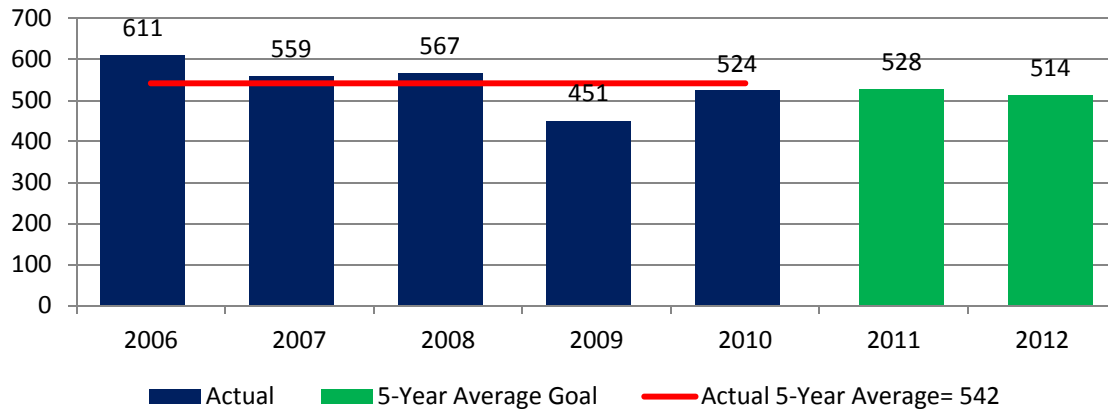


*Because Pennsylvania only has a secondary seat belt law, we have seemed to reach a threshold with usage rate percent. Current and continual enforcement and education should keep the percentage rate fluctuating at its current amount until a primary law is enacted.*

Seat Belt Citations Issued During Grant Operations FFY2006-2010  
(State Data)



Unrestrained Fatalities and 2011-12 Goals  
5-Year Average

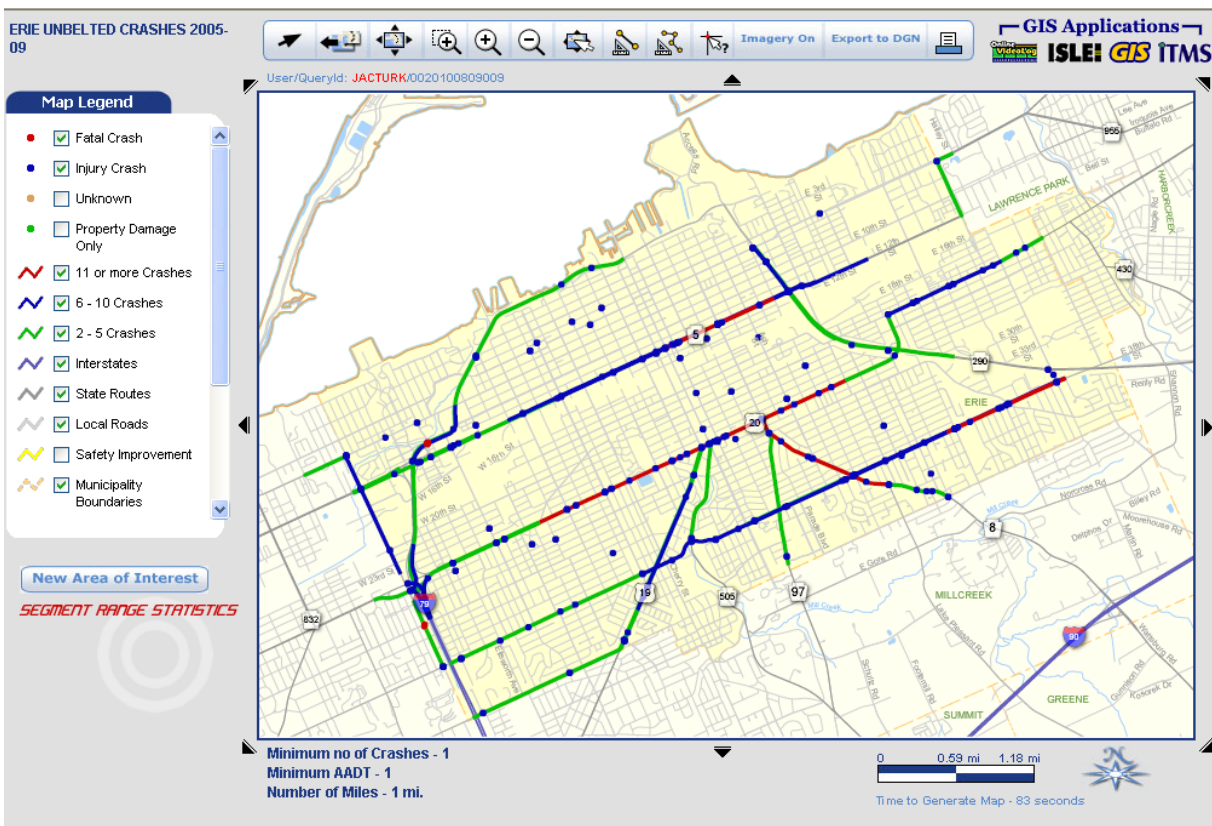


### III. STATE GOALS

- Increase the 5-year average observed seat belt use rate from 86.40% in 2010 to 86.74% in 2011 and 87.08% in 2012.
- Pennsylvania’s goal is to reduce statewide-unbelted fatalities 5-year average to from 542 in 2010 to 528 in 2011 and 514 in 2012. This represents the pace at which the unrestrained fatality reduction would need to remain in order for the 2010 5-year average to be cut in half by 2030.

#### IV. COUNTERMEASURES

- **Buckle Up PA (K2-2012-02-00-00 & OP-2012-02-00-00) and PA State Police (K2-2012-01-00-00)**
  - **Problem Identification** – Between 2006 and 2010, there were 83,362 crashes in Pennsylvania where one or more persons were not wearing a seat belt. Forty-five percent of the fatalities and major injuries that resulted from those unbelted crashes occurred between the hours of 10:00 p.m. and 5:00 a.m. Using PennDOT’s Crash Data Analysis Retrieval Tool (CDART), we have identified specific roadway segments by county with relatively high occurrences of unbelted crashes based on 5-year crash data. As an example the green, blue, and red road segments in the map on the next page show road segments in one area of Erie County with varying ranges of unbelted crashes. Local police departments and the State Police use this data to target enforcement efforts on roadways with high incidences of unbelted crashes.



- **Buckle Up PA (BUPA)** – BUPA will coordinate municipal departments’ participation in the Commonwealth’s statewide Special Traffic Enforcement Program (STEP) for occupant protection (Click It or Ticket – CIOT) that emphasizes publicity for the program. The success of CIOT depends partly on the participation of municipal and local police departments statewide. BUPA has established a network of Law Enforcement Liaisons who contact municipal police departments and provide them with PennDOT crash data to guide targeted enforcement to roadways with high percentages of unbelted crashes. Two new



strategies will be continued during FFY2012: (1) the continuation and expansion of the Traffic Enforcement Zone project and (2) the expansion plan to include up to 450 new departments in the two scheduled mobilizations. During FFY2011, the number of participating departments increased from 460 to approximately 600 as result of the plan. The 460 departments that traditionally participated in mobilizations prior to FFY2011 will provide overtime enforcement hours on an in-kind basis only during the Thanksgiving mobilization allowing funding to be filtered to the new departments. During the Memorial CIOT mobilization, the group of departments who provided in-kind hours during Thanksgiving will be funded and vice versa.

- **PA State Police (PSP)** - The success of CIOT also depends on the participation of the 16 troops of the PSP statewide. Rural counties with low populations have municipal police departments with limited manpower and resources. The PSP are able to conduct enforcement in these rural areas where the perception of police presence is low. The PSP also augment enforcement efforts in areas with higher populations.
- **Buckle Up PA (BUPA) (OP-2012-01-00-00)**
  - ***Problem Identification*** - NHTSA evaluated the effects of the May 2002, 2003, and 2004 CIOT campaigns on belt use in the states. In 2002, belt use increased by 8.6 percentage points across 10 states that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 states that used limited paid advertising and increased by 0.5 percentage points across 4 states that used no paid advertising. These results show that highly-visible CIOT campaigns have more effect on belt use than campaigns that used limited or no advertising.
  - The PennDOT Press Office will provide Earned Media Plans for both mobilizations to generate earned media statewide. Some suggested activities to generate earned media will include press releases, public service announcements, and enforcement advisories. The Press Office will also identify prime locations for a targeted paid media buys and provide educational programs to elementary, middle, and high schools. Additionally, coordination of local media events will be addressed by the Press Office.
  - BUPA will coordinate the Commonwealth's annual observational seat belt use survey as required by 23 U.S.C. §402 in coordination with pending methodology revisions to comply with the Uniform Criteria for State Observational Surveys of Seat Belt Use (23 CFR part 1340), described in the Federal Register, Volume 76, Number 63, date April 1, 2011 [Docket No. NHTSA-2010-0002].
  - BUPA will also coordinate statewide public information and education efforts related to occupant protection (this does not include technical Child Passenger

Safety training/education) in conjunction with the PennDOT Press Office, PennDOT District Safety Press Officers, PennDOT Community Traffic Safety Projects, PennDOT Regional Law Enforcement Liaisons, municipal and State police, and other partners.

- Three enforcement based school programs will be offered to all school districts statewide: *Survival 101* (for high schools and middle schools), *16 Minutes* (for high schools), and *The Back is Where It's At* (for elementary schools).
  - Police officers will be trained to teach the three aforementioned programs.
- **PA State Police (OP-2012-02-00-00)**
  - ***Problem Identification* - In 2010, there were 121,430 total reportable crashes in Pennsylvania. 13,669 children 8 years of age and under were involved those crashes. The data shows that up to 2,000 of those children were improperly restrained which put them at increased risk for serious injury and death.**
  - The PA State Police will continue to operate a Child Passenger Safety Fitting Station in each PSP station statewide to educate parents and/or guardians on the importance of child safety seats and how to properly install and use them.

| SAFETY MEASUREMENTS  | OBJECTIVE  |
|--|--|
| Child Passenger Safety Fitting Stations  | Maintain 87 total Fitting Stations at Pennsylvania State Police stations throughout the commonwealth.                                  |
| Child Safety Seat Checks   | Perform Child Safety Seat Checks at fitting stations and as needed.  |
| Dedicate one week during both the Thanksgiving and Memorial Day mobilizations solely to nighttime enforcement. (BUPA)  | Participating departments should conduct at least 50% of funded overtime enforcement hours at night.                                   |
| Increase the number of Traffic Enforcement Zones (TEZ) during scheduled mobilizations. (BUPA)  | Conduct at least 75 TEZ during each mobilization, 150 total for the fiscal year.   |
| Re-design statewide observational seat belt survey to remain in compliance with new NHTSA guidelines. (BUPA)   | Survey re-design will be complete by February 2012.  |
| Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2012 Memorial Day Click It or Ticket mobilization (BUPA) | Survey will be completed immediately following the Memorial Day Click It or Ticket mobilization and results will be reported to NHTSA. |
| Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2011 and Memorial Day 2012 mobilizations (BUPA)        | Final version of plan to be created by October 23, 2011.   |

|  |  |
|--|--|
| Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (Press Office) | Final version of Thanksgiving Earned Media Plan to be completed and distributed by October 21, 2011. Final version of Memorial Day Earned Media Plan to be completed and distributed by February 24, 2012.     |
| Provide data and direction to target the NHTSA Paid Media Buy for Memorial Day Mobilization or other identified campaigns (BUPA)                       | Data to be gathered and compiled by February 26, 2012.   |
| Train officers to provide educational programs to elementary, middle, and high schools (BUPA)  | Train 200 new officers in the Survival 101 middle and high school program. Train 50 new officers in the 16 Minutes high school program. Train 50 new officers in the Back Is Where It's At elementary program. |
| Provide educational programs to elementary, middle, and high schools (BUPA)  | Provide 800 educational programs to schools throughout the course of FY2012 and contact over 40k students.   |
| Continue operation of 87 Child Passenger Safety Fitting Stations statewide (PA State Police)   | Perform 1,900 car seat checks or more during FFY2012.  |

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# LOCAL ROAD SAFETY EDUCATION

## I. OVERVIEW

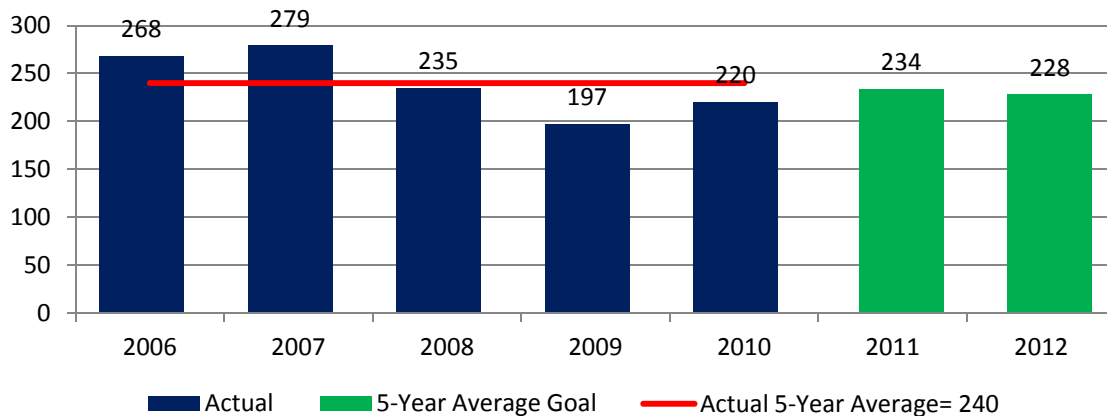
In 2010, 27% of all crashes and 17% of all fatalities in Pennsylvania occurred on local roads. Pennsylvania's municipalities currently employ over 12,000 road and bridge workers to manage over 70,000 miles of road. Sixty-four percent of all roadways in Pennsylvania are local roads (Municipal).

The Local Road Safety Education Program is responsible for coordinating low-cost safety improvements on local roads. Examples of low-cost safety improvements include rumble strips, advanced curve warning signs, intersection signing and pavement markings, chevrons, tree removal, and shoulder drop-off elimination. Through this programming, our highway safety office can provide a more well-rounded approach to addressing highway safety issues. Engineering enhancements go hand in hand with behavioral enforcement and education efforts in reducing crashes and fatalities on our roadways.

## II. STATE GOALS

- Reduce the 5-year average of local road fatalities from 240 in 2010 to 234 in 2011 and 228 in 2012. This represents the pace at which the local road fatality reduction would need to remain in order for the 2010 5-year average to be cut in half by 2030.

**Local Road Fatalities and 2011-12 Goals**  
**5-Year Average**



## III. COUNTERMEASURES

- **Local Technical Assistance Program (RS-2012-01-00-00)**
  - **Problem Identification: Addresses the problem of 220 local road fatalities in 2010 by providing safety technical assistance to municipalities that have areas of roadway safety concerns.**
  - DHSTO supplements a contract for the Local Technical Assistance Program (LTAP). Through this contract, two program engineers act as traffic safety advocates to the

- Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training.
- **Automated Red Light Enforcement Program (ARLE) (State Funds)**
    - Generalized finds that will be used to make safety improvements on the local roadway system.
  - **Under the new policy (issued January 2011), Districts will be using HSIP funds (Section 148) to implement safety projects based on the following priorities (State Funds):**
    - Address statewide high crash locations
    - Implement proven safety countermeasures system wide
  - **Pennsylvania's Low-Cost Safety Improvement Program (LCSIP) (State Funds)**
    - Pennsylvania's LCSIP set aside \$10 million in 100% state funds for the implementation of safety projects in FY 2011. Examples of LCSIP projects are centerline rumble strips, raised pavement markers, and utility pole relocation.

#### Safety Technical Assistance (Walkable Community and Local Safe Road Community Programs)

To assist municipalities in identifying and properly addressing these local road safety concerns, PennDOT has crafted a methodology that allows traffic safety engineers to quickly identify a few of the high crash locations within communities, focusing specifically on local roads and local road intersections with PennDOT roads, and to develop low-cost solutions to mitigate the crash potential at those locations. These low cost "solutions" or safety improvements are safety countermeasures that address specific crash causes at an intersection or roadway that may be implemented at relatively little cost by municipal forces. They are part of a comprehensive strategy to improve safety on our roads, and are the focus of the Walkable Community and Local Safe Road Community Programs.

During an initial meeting with municipal officials, LTAP engineers gather pertinent local information from these officials and then collect available crash data, traffic data and traffic studies. LTAP staff then discusses safety problem areas with managers or police officers at each municipality, with the goal of developing a list of study locations. LTAP, along with municipal officials, then visit the agreed upon study locations and record pertinent observations and photographs from the sites. Back in the office, those on-site observations are written into reports that describe the existing conditions, suggest safety countermeasures that would likely improve safety, and outline the development of a long-term safety plans. The reports are accompanied by a table of recommendations that lists every specific countermeasure recommended by LTAP staff, along with an approximate cost for implementing each countermeasure. Recommendations may cover the 4 "E's" of highway safety including judicial involvement to improve highway safety.

The community has the opportunity to examine the suggestions to enhance safety at the locations in the report, and determine if the recommended measures are appropriate from their experiential perspective. Community officials also have the opportunity to prioritize the recommendations, applying safety measures on a protracted basis as resources allow.

Local Communities will use the safety improvement recommendation reports to request funding for implementation under the Automated Red Light Enforcement (ARLE) Program’s transportation grant program.

| SAFETY MEASUREMENTS   | OBJECTIVE                                     |
|---|---|
| Complete Local Safe Road Community Programs   | Conduct 12 by the end of September 30, 2012.  |
| Complete Walkable Community Programs  | Conduct 6 by the end of September 30, 2012.   |
| Provide on-site and additional telephone safety-related technical assists to municipalities.  | Complete 75 by the end of September 30, 2012. |
| Conduct safety training courses in the areas of work zone traffic control, traffic signs, risk management and tort liability, roadway safety improvement programs, engineering and traffic studies, roadway safety features, traffic signal maintenance, traffic calming, trenching and worker safety, and bicycle and pedestrian safety. | Conduct 100 by the end of September 30, 2012. |
| Conduct “Safety Improvement Program” training sessions and develop safety improvement plans for identified “Local Safe Roads Communities.”  | Conduct 10 by the end of September 30, 2012.  |

# DATA PROGRAMS

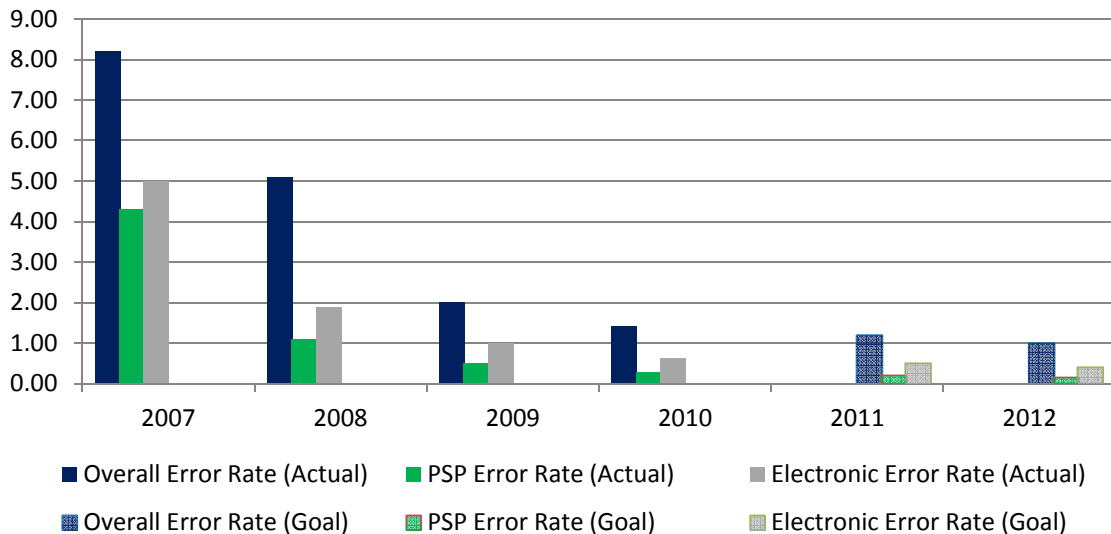
## I. OVERVIEW

Timely and accurate crash data is needed by PennDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data is also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. The Highway Safety Office, State and municipal police agencies and engineering districts use crash data to locate areas for directing education, engineering, and enforcement efforts. The purpose of this grant program is to support the development and implementation of effective programs by the States to improve crash data quality and timeliness, along with enhancing data analysis tools. The data programs projects are ultimately approved by the Traffic Records Coordinating Committee (TRCC). The TRCC is a multi-agency team working to ensure good data are available for highway safety purposes. The TRCC meets every quarter to review the status of existing projects and discuss ideas that would eventually lead to new and unique projects.

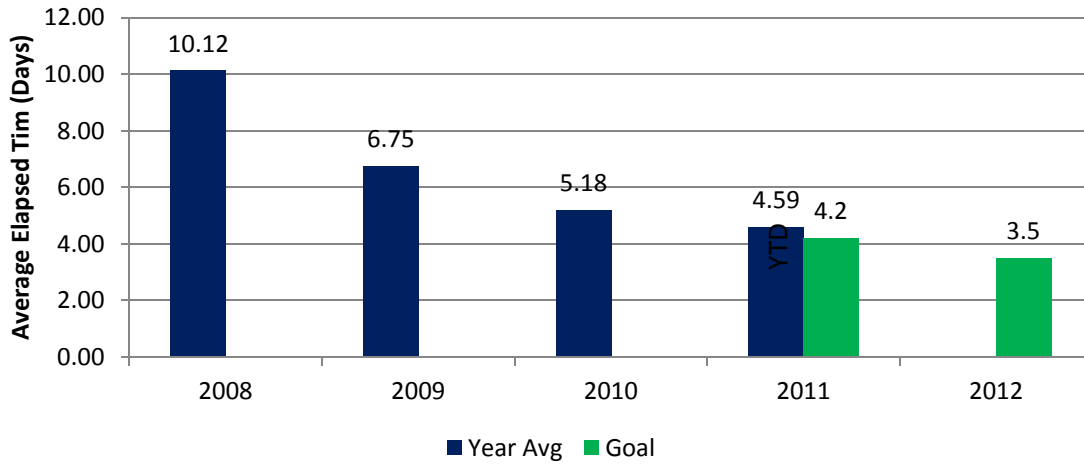
A new traffic records assessment was conducted in November 2010, to adhere to federal requirements in relation to Section 408 Funding. This assessment provided updated guidance on the state of traffic records in Pennsylvania. The analysis has identified new and existing deficiencies, allowing for appropriate projects and countermeasures to be implemented to counteract them.

## II. CORE PERFORMANCE MEASURES.

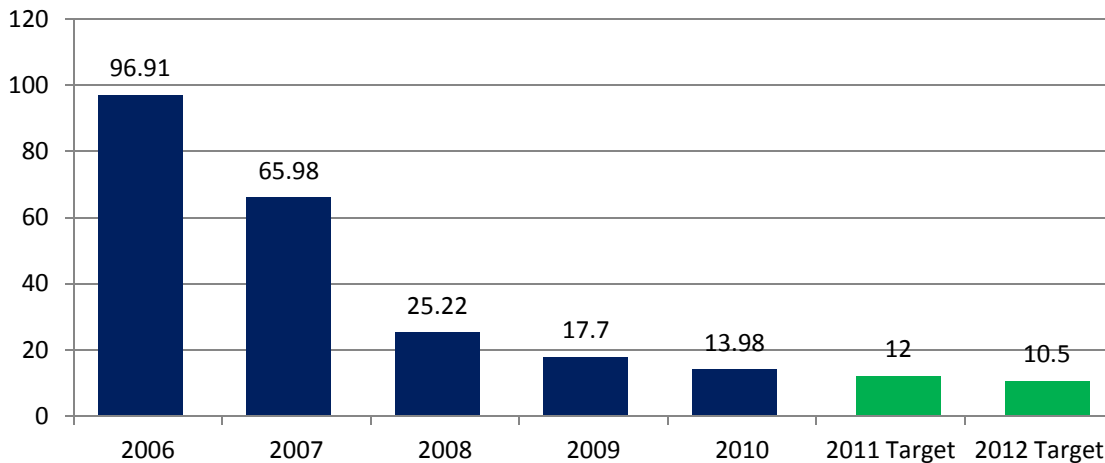
### Crash Data Quality (Average Errors per Case)



## FastFARS Timeliness Measures



## Average Process Days



*This graph measures cases received July 1 through December 31 for each year regardless of the date of the crash. This is the measure used in Pennsylvania's 408 application.*

### III. STATE GOALS

- Complete all 2011-year crash data by April 2012.

### IV. COUNTERMEASURES

- **Crash Records Law Enforcement Liaison Project**
  - In response to PennDOT's need to improve the quality of the crash records recording process the North Central Highway Safety Network (NCHSN) continued its challenging project which began in FY 2008. From October 1, 2009 thru September



- 30th, 2010 NCHSN assisted the Bureau of Maintenance and Operations, Division of Highway Safety and Traffic Operations (DHSTO) Crash Unit with the transition of crash record submissions by PA police agencies from paper to electronic filing.
- There are approximately 1,200 individual police agencies in the State (not including PSP). A list of remaining paper report submitters has been created and the project involves keeping a constant status on each of these remaining agencies. The list currently contains only 80 police agencies. As with the other phases of the project, baseline data is gathered for each law enforcement agency in order to monitor change in crash record submission. Each law enforcement agency is contacted and improvement strategies are implemented. The final activity is an overall project evaluation and final report preparation.
  - As of the most recent data set provided by the Crash Unit, the following outcome data is a reflection of the level of success achieved throughout the CRLEL project activity period: Of the 886 LEA's submitting crash reports during 2011 to date, 812 LEA's submitted 100% electronically or 92%; an additional 43 LEA's or 5% submitted crash reports utilizing either the CRS or an approved FTP, as well as paper submissions. Of these 43 LEA's, 38 or 88% (of the 43) submitted a large majority of their reports electronically, while 5 or 12% of these reflect a majority of paper submissions; the 812 100% submitters in addition to the 43 minor/major electronic CR filers represents a total of 855 LEA's utilizing the electronic CR filing system or 96.5%. 31 or approximately 3% of the reporting LEA's use 100% paper submission. A focus of the CRLEL network during this phase will be on transitioning the partial e-filing LEA's to 100% CR submissions and transitioning the 100% paper LEA's to electronic submission of crash reports.
- **Crash Data for Police, Partners, and the Public – Phase 1**
    - Pennsylvania has long desired implementing a website where its safety partners, the police who provide crash data and the general public can get its own crash data. This phase of the project would consist of scoping what would be involved for a full implantation of such a task. The project would consist of benchmarking other states, determining what each segment group would desire, and an overall plan from technical structure to timelines. This project is still in the early stages as the Department looks to see what in-house resources are available for the assisting in this analysis phase.
  - **TraCS Implementation for Local Police – Phase 1**
    - Over the last few years the PSP has built a crash reporting form and traffic citation e-filing system using TraCS software. The intention of this development was to eventually provide it to the local police departments in Pennsylvania. PSP does not have internal resources to be able to assist local police in setting up an electronic environment that supports the TraCS software. This project will involve adding a resource to do these tasks. This project is still in the early stages

as it looks to find a sponsor. Both PSP and the Department of Transportation agree that this is a much needed project.

- **New Statewide Seat Belt Survey Methodology**
  - 23 USC Chapter 4 §402 requires all state transportation agencies to conduct an annual survey of seat belt usage as a condition for receiving federal funds. The survey is conducted by trained observers who are stationed along selected roadways across the Commonwealth. They record seat belt usage by drivers and front seat riders of *passenger* motor vehicles. The survey is not a measure of compliance with state belt use laws but a scientific estimate of belt use. Pennsylvania conducts its annual survey in June immediately following the annual National Click-It-Or-Ticket Campaign.
  - For the calendar 2012 survey, NHTSA has issued a new set of rules for conducting the survey. These were published in the Federal Register/Vol. 76, No. 63/Friday, April 1, 2011/Rules and Regulations as a Final Rule for 23 CFR Part 1340 – “Uniform Criteria for State Observational Surveys of Seat Belt Use” (see below). Each state must conduct the survey using the new Uniform Criteria and each state must modify its methodology to satisfy the criteria. PennDOT will secure the services of contractor to ensure the Commonwealth is compliant with the new criteria.
- **Web Services for Validating Crash Submissions (State Funds)**
  - Police agencies currently using (bought) third-party crash reporting software are limited by those products limited validating capability. This project will create a validation resource that all crash reporting software products can use. This will allow for consistent, more accurate, and more timely data. This project is in its early stages as the Department looks for a mechanism for completing the work.
- **The following projects are projected to occur for FFY2012, pending TRCC Approval (K9-2012-01-00-00)**
  - Continuation of the Crash Records Law Enforcement Liaison Project
    - The desire of the new project phase is to achieve an even higher percentage of LEAs using electronic reporting. This phase should be a transition to a planned full electronic submission requirement which is planned for FFY2012. Additionally, the project will include further goals for receiving reports containing fewer errors, improving the overall quality of Pennsylvania’s crash data.
  - Continuation of TraCS Implementation for Local Police
    - This project will likely have multiple phases as it is estimated that there will be high interest from local police agencies for the TraCS product.
  - Continuation of Crash Data for Police, Partners, and the Public

- The planned website project will have a few phases as implementation of such a product will take time. Planned phases include a development phase and multiple implementation phases.
- **New Statewide Seat Belt Survey Methodology**
  - This project will coordinate the revision of the Commonwealth’s survey design to ensure compliance with the Uniform Criteria for State Observational Surveys of Seat Belt Use (23 CFR part 1340), described in the Federal Register, Volume 76, Number 63, date April 1, 2011 [Docket No. NHTSA-2010-0002].

| SAFETY MEASUREMENTS                     | OBJECTIVE   |
|---|---|
| Electronic Crash Record Submission Rate | Meet or exceed a 93% electronic submission rate.  |
| Decrease in Crash Record Error Rate     | Reduce the crash record error rate to 1.3% or less.   |
| Decrease in Processing Time             | Reduce the processing time of a crash report to 12 days or less (using the new calculation method). |
| Decrease in FastFARS Reporting Time     | Reduce the processing time of a FastFARS report to 3 days or less.                                  |

# COMMUNITY TRAFFIC SAFETY PROJECTS

## I. OVERVIEW

The combination of Pennsylvania's large geographic size, large population, and large transportation system and the relatively small size of the State's Highway Safety Office makes Community Traffic Safety Projects (CTSP) a necessary link to reach communities statewide. Pennsylvania DOT utilizes 13 CTSPs for its Specific, Accountable, Flexible, Efficient (S.A.F.E.) §402 grants, which provide coverage to 64 of 67 Pennsylvania counties. Most CTSP Safety Focus areas, including speeding, aggressive driving, occupant protection, motorcycle safety and mature driver safety, are addressed elsewhere in this volume. However, two additional key areas, young drivers/occupants and pedestrians, are referenced below.

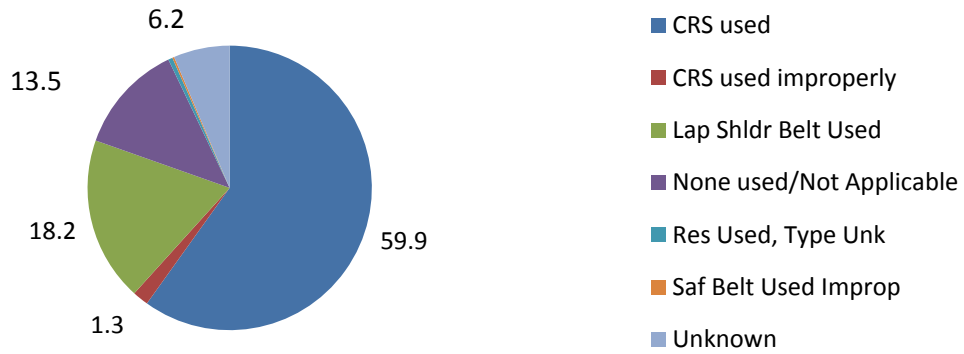
In 2010, 1,324 persons died on Pennsylvania roadways, including 206 drivers and passengers aged 20 years or less and 148 pedestrians of all ages who were killed in motor vehicle crashes. Also in 2010, approximately 303 passengers under the age of 21 were seriously injured in a crash. Our local programs, or Community Traffic Safety Projects (CTSP), are viewed as an extension of the highway safety office and are a critical component of the highway safety program to aid in the reduction of fatalities statewide. Our CTSP are vital in aiding our office at a local and statewide level with generation of earned media, mobilization coordination, and programmatic issues relating to the appropriate focus areas of drivers and occupants, aged 20 or less, pedestrian safety, as well as child passenger safety.

Proper use of child safety seats and booster seats continues to be an area of importance for PennDOT. An estimated 90% of children who are placed in child safety seats and booster seats are improperly restrained. In 2010, there were 121,217 reportable crashes in Pennsylvania. Children 8 years of age and under were involved in 13,669 of those crashes. There were 382 children age eight and under either killed or who suffered a major or moderate injury as a result of a motor vehicle crash in 2010, including:

- 298 moderate injuries and 66 major injuries.
- Of the total 382 of these children, 18 of them lost their lives

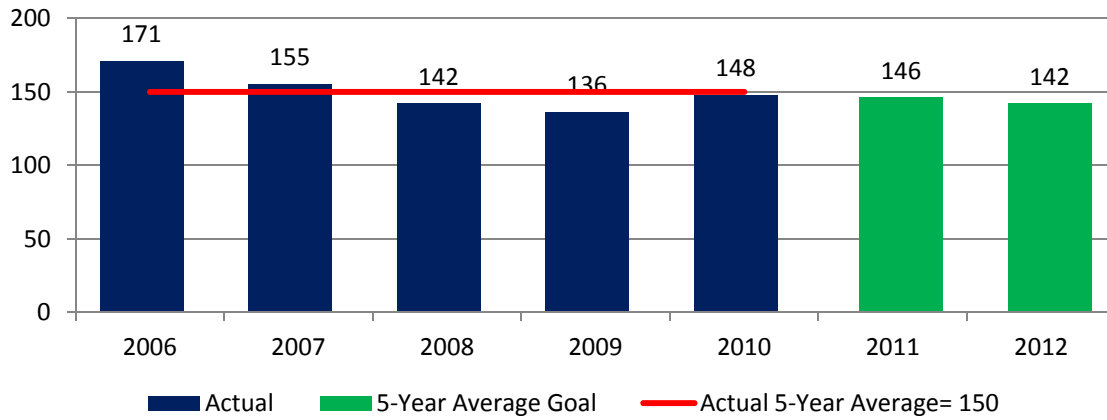
PennDOT addresses the widespread misuse and non-use of proper restraint system for children 8 years and under by managing an effective child passenger safety program through a statewide contract that provides educational and training programs to the general public, hospitals, and other private health care providers. In addition to educational programs, the Commonwealth also maintains 137 child passenger fitting stations, over 100 loan programs for families in need, a toll-free informational hotline (1-800-CAR-BELT), and an Amish CPS program. Trainings for instructors and technicians are also coordinated.

### Percentage of CRS Use and Non Use (in crashes involving children under the age of 8)

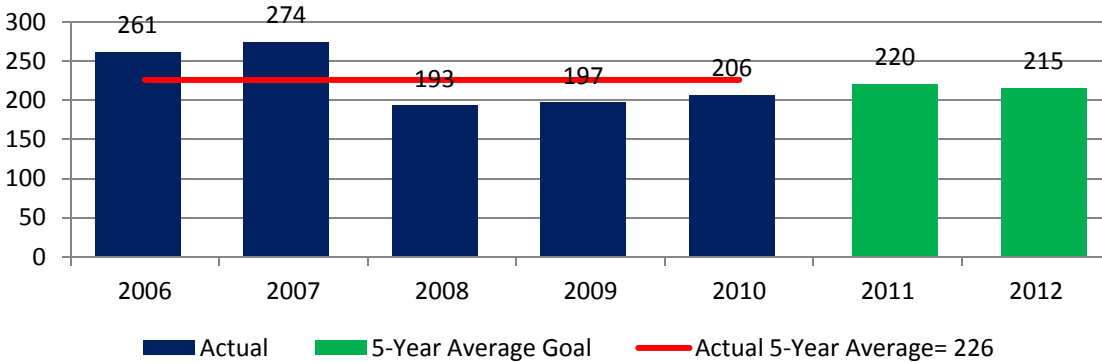


## II. CORE PERFORMANCE MEASURES

### Pedestrian Fatalities and 2011-12 Goals 5-Year Average



## Drivers and Passengers Age 20 or Less in Fatal Crashes and 2011-12 Goals 5-Year Average



### III. STATE GOALS

- Pennsylvania's goal is to reduce the 5-year average of pedestrian fatalities from 150 in 2010 to 146 in 2011 and 142 in 2012. This represents the pace at which the pedestrian fatality reduction would need to remain in order for the 2010 5-year average to be cut in half by 2030.
- Reduce fatal crashes for drivers and passengers age 20 or less from 226 in 2010 to 220 in 2011 and 215 in 2012. This represents the pace at which the fatality reduction would need to remain in order for the 2010 5-year average to be cut in half by 2030.

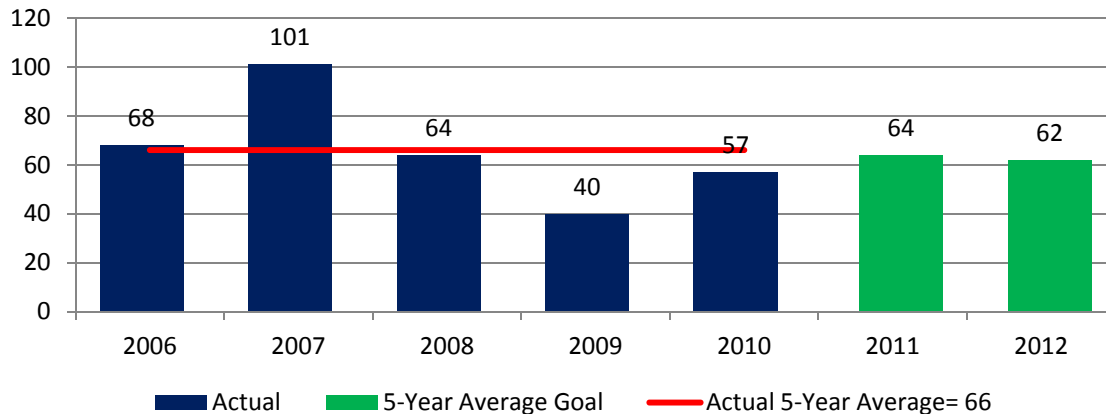
### V. COUNTERMEASURES

- **PA S.A.F.E Grants (CP-2012-01-00-00)**
  - **Problem ID: This grant program addresses the 354 fatalities in 2010 that were classified as either pedestrian or involved a younger person by partnering with local governments and organizations to address this issue and target more specific, local problems.**
  - The combination of Pennsylvania's large geographic size, large population, and large transportation system and the relatively small size of the State's Highway Safety Office makes CTSPs a necessary link to reach communities statewide. As a part of addressing local traffic safety issues, the CTSPs identify enforcement training needs; partner with local organizations to address identified safety focus areas; assist enforcement agencies to target local problems based on crash data; serve as a local contact for the general public; act on PennDOT's behalf in the development of local safety action plans and safety efforts; provide educational programs to schools, large local employers, and other community organizations; and provide outreach and education on a variety of traffic safety issues to

Magisterial District Justices (MDJs). Those CTSPs with official seat belt survey sites within their jurisdictions are asked to conduct informal seat belt surveys to monitor seat belt usage rates throughout the year. CTSPs further develop their programs through the generation of earned media to accompany and support high visibility enforcement campaigns.

- **PA Traffic Injury Prevention Project (CP-2012-02-00-00)**
  - **Problem ID: The Traffic Injury Prevention Project addresses the 206 fatalities that involved a driver of age 20 or less by developing and implementing highway safety programs targeting children from birth to 21 years of age. Children aged 8 or less were involved in approximately 7.67% of the total reportable crashes in 2010**

### Young Driver Fatalities and 2011-12 Goals 5-Year Average



- PennDOT has a contract with the PA Chapter of the American Academy of Pediatrics entitled “PA Traffic Injury Prevention Project (PA TIPP).” The contract develops and implements highway safety programs that target children from birth to age 21. The focus of this project is primarily on child passenger safety and special needs transportation, but also addresses seat belts and airbags, pedestrian safety, school bus safety, young driver issues, and bicycle safety.

PA TIPP implements and oversees the administration and the credibility of NHTSA’s 32-hour Child Passenger Safety Technician Courses that are taught statewide. TIPP also administers the Update/Refresher Courses, Special Needs Classes, Medical Staff Trainings, and various other educational programs. PA TIPP surveys and maintains directories of the Commonwealth’s Fitting Stations and Loan Programs. Other responsibilities include: Operation of 1-800-CAR-BELT, the Commonwealth’s CPS information hotline, and the coordination of CPS Car Seat Checks statewide.

- **Public Information and Education (CP-2012-03-00-00)**
  - **Problem ID: This grant program aids in addressing the 354 fatalities that occurred in 2010, that were classified as either pedestrian or involved a younger driver by providing public education materials and information to the public.**
  - DHSTO issues brochures and other educational materials available free to the general public. The brochures cover a variety of traffic safety issues including but not limited to the following topics: seat belts, child passenger safety, school bus safety, DUI prevention, bicycle, pedestrian, and motorcycle safety, winter driving, aggressive driving prevention, rail-highway safety, and heavy truck safety. Most are now available on the Drive Safe PA website.
  - As a part of NHTSA Core Performance Measures, the Behavioral Survey funding will be utilized under this section. The survey, administered in July of 2011, will assess the attitudinal progress of the driving public based on behavioral highway safety questions. The survey will include the required set of core questions and also will include further questions supported by highway safety concerns apparent to PA state programs.
- **Grant Training (CP-2012-04-00-00)**
  - DHSTO currently manages approximately 100 grant projects utilizing SAFETEA-LU funding. As new activities and personnel are added to the programs, various training needs are identified. This line provides funding to conduct various trainings as needs are identified throughout our sub-grantee network. PennDOT District Safety Press Officers (SPOs) are included in the target audience for specific training throughout the grant period.
- **Yield to Pedestrian Channelizing Devices (YTPCDs) (State Funds)**
  - The Highway Safety Office oversees the purchase and distribution of these devices to PennDOT district offices. About 1000 units per year are loaned to many municipalities throughout the Commonwealth. PennDOT's safety grantees incorporate the YTPCDs into broader education and community safety activities. These devices are purchased with state funds.
- **Safe Routes to School (SRTS) (State Funds)**
  - The Highway Safety Office serves as a partner in the development of the SRTS educational component and the grantees work with SRTS sward communities by providing safety information and guidance to supplement local infrastructure and behavioral programs .
- **Philadelphia Bike/Pedestrian Safety Campaign (State Funds)**
  - Bicycle/pedestrian safety in Philadelphia County is a top concern of both the City of Philadelphia and PennDOT. With half (5 yr avg 1,900) of the State's pedestrian crashes, and one-third (5 yr avg 475) of all bicycle crashes happening



in Philadelphia alone, it is apparent the importance of improving our safety efforts. PennDOT's Philadelphia CTSP will assist the City of Philadelphia with a data-driven campaign of bicycle/pedestrian public education and enforcement by providing safety information to police officers, schools, and other active participants. The grant period will run until September 2012.

- **Judicial Outreach Liaison (Funds TBD)**

- PennDOT plans to support Judicial Outreach Liaison positions to help promote our traffic safety programs amongst the judicial community. Judges are sometimes unaware of our safety campaigns and often don't realize that the citations they see are a result of data driven enforcement. A positive behavioral change amongst unsafe motorist will not occur if they are not held responsible for their actions. By educating our judges of all our safety initiatives, we stand a better chance of reaching our motorists by proving their dangerous driving habits can result in serious consequences. The Judicial Outreach Liaison will also communicate with law enforcement on legal issues that may affect best practices.

| SAFETY MEASUREMENTS   | OBJECTIVE  |
|---|--|
| Conduct Informal Seat Belt Surveys to identify low usage areas for targeted enforcement during Memorial Day Click It or Ticket mobilization | Conduct Informal Surveys at 100% of the official Seat Belt Survey Sites by March 30, 2012.   |
| Contacts with the general public  | Increase the amount of contacts with the general public from the total reached in 2011 by 2%.                                      |
| Contacts with local and municipal law enforcement agencies  | Increase the amount of law enforcement contacts from the total reached in 2011 by 2%.  |
| Contacts with Magisterial District Judges   | Increase the amount of MDJ contacts from the total reached in 2011 by 2%.  |
| Distribute Medical Information Carrier Systems for helmets to the general public  | Increase the amount of Carrier Systems distributed from the total distributed in 2011 by 2%.                                       |
| Distribute bicycle helmets to the public  | Increase the amount of helmets distributed by 2%.  |
| Implement Walkable Communities Programs throughout the state  | Implement 6 Walkable Communities Programs by September 30, 2012.   |
| Numbers and types of educational programs and trainings conducted   | Conduct educational programs and trainings. It is estimated that 100 educational programs will be performed by the end of FY 2011. |
| From CPS Assessment, identify proper levels of service by county (fitting stations, training, education)                                    | Maintain service to 95% of Pennsylvania's total population of 12,702,379 (2010 U.S. Census).                                       |

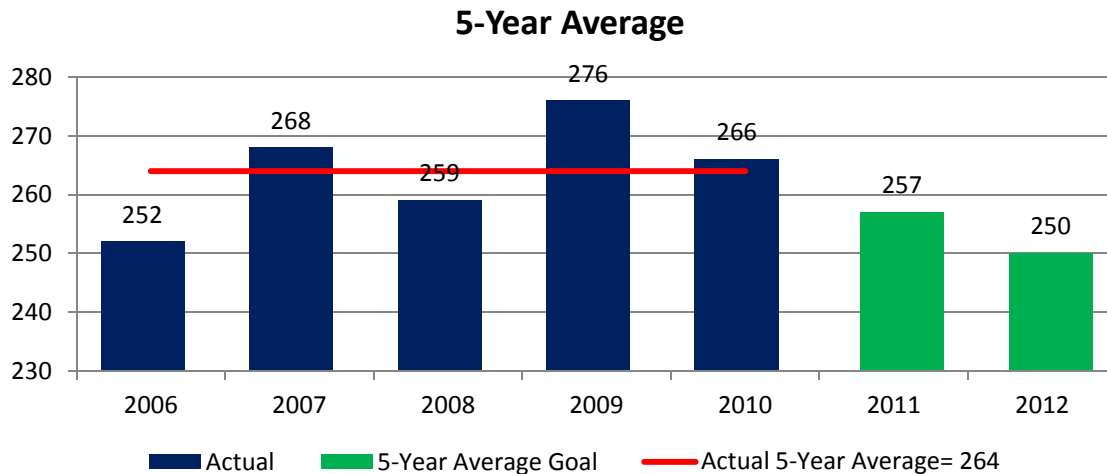
# MATURE DRIVER SAFETY

## I. OVERVIEW

Pennsylvania has over 1.5 million licensed drivers aged 65 and older which make up almost 22% of the driving population. Overall, older citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center statistics indicate that the number of Pennsylvanians 65 and older will increase 21% by 2020. In 2010, there were 266 mature driver fatalities, a 4% decrease from 2009 (276), however mature drivers still represents 20% of total fatalities in PA.

## II. STATE GOALS

### Older Driver Fatalities and 2011-12 Goals



## III. COUNTERMEASURES

- **Problem ID: Pennsylvania is the fifth largest State in population that is age 65 or older. It is understood that mature drivers have difficulty with more complex driving tasks. These include failure to properly yield the right of way; improper left turns across traffic, pulling out, and making abrupt and improper lane changes.**
  - Many CTSP projects have developed mature driver outreach programs that highlight educating our older drivers through various methods in the community. One example of a new effort developed in Pennsylvania is the “Seats and Seniors” program. Due to the increased amount of grandparents attending our child passenger safety seat checks we observed a good opportunity to educate our senior drivers as to the safest protocol to use when operating a vehicle. Essentially, the program unites AAA’s CarFit program at a child safety seat check. Our CTSPs are continually becoming trained in CarFit in an effort to make the program available statewide.
  - Through the Technical Services Contract with the DUI Association, PennDOT and the DUI Association have developed an awareness presentation for mature drivers, physicians, and at-risk age groups. The presentation covers prescription drug use and the effects it has on driving/body. This is just one of the newly formed strategies used in combating driving under the influence of drugs. The presentation will

continue to be given at hospitals, physician annual meetings, schools, and mature driver outreach locations.

| SAFETY MEASUREMENTS  | OBJECTIVE   |
|--|---|
| Create statewide mature driver taskforces that include partnerships with state and local agencies to develop educational and safety opportunities. | Establish 1 task forces for each highway safety region in Pennsylvania.   |
| Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving)  | Assist in the development of 17 classes and 1 outreach material for dispersal throughout Pennsylvania.  |
| Promote CarFit program (AARP/AAA)  | Assist in the development of 17 classes   |
| Provide/administer Seats and Seniors program   | Conduct 20 seats and seniors checks.  |
| Provide education and training to increase the public's awareness of mobility alternatives   | Work with Public Transportation on ways to improve awareness. Develop 1 outreach material for grantees to disperse at 17 mature driver education classes. |
| Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)  | Hold 12 Classes throughout Pennsylvania.  |
| Conduct training for engineers in road design for mature driver issues   | Hold 1 trainings for PennDOT engineers.   |

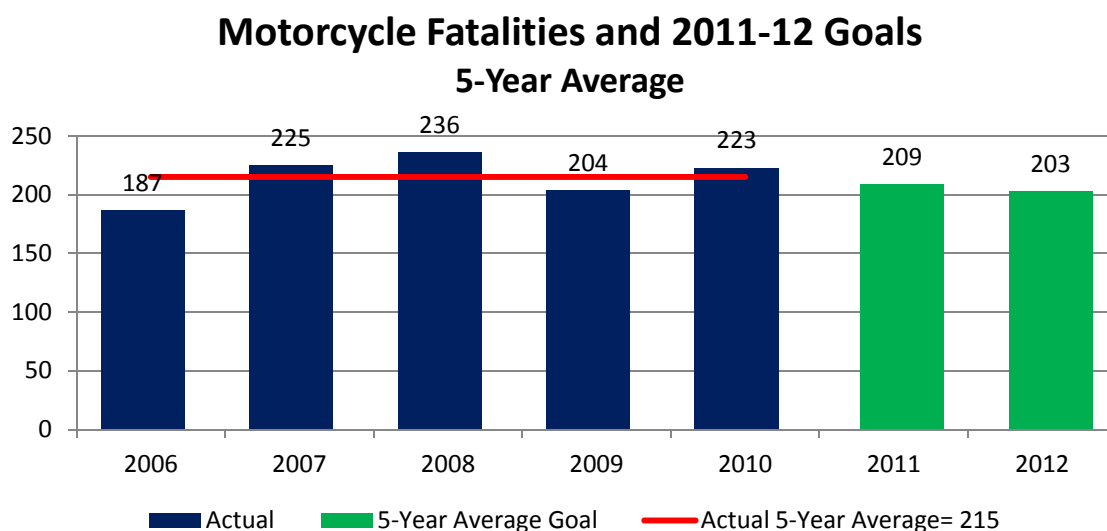
# MOTORCYCLE SAFETY

## I. OVERVIEW

Motorcycle crashes in 2010 increased 7.35% from the 2009 crash number. State data also indicates an increase in motorcycle fatalities as well. In 2010, there was a 1.2% (0.7% from '08-'09) increase in motorcycle registrations, and a 1.2% (1.4% from '08-'09) increase in motorcycle licenses from 2009. PennDOT is hoping the 2011 numbers help jump-start a downward trend in motorcycle crashes and fatalities for years to come.

Pennsylvania's motorcycle helmet law was repealed in 2003. Currently motorcyclists in Pennsylvania who are 21 years of age or older with two years riding experience or who have successfully passed the Motorcycle Safety Program have the option to ride helmetless.

## II. CORE PERFORMANCE MEASURES



## III. STATE GOALS

Pennsylvania's goal is to reduce the 5-year average for motorcycle fatalities from 215 in 2010 to 209 in 2011 and 203 in 2012. This represents the pace at which the motorcycle fatality reduction rate would need to remain if the 2010 overall statewide fatality 5-year average were to be cut in half by 2030.

## IV. COUNTERMEASURES

- **Motorcycle Safety (K6-2012-01-00-00)**
  - ***Problem Identification-Share the Road Program:*** Over the past three years the majority of multi-vehicle crashes, involving a motorcycle had a vehicle other than the motorcycle cited as the prime contributing factor in the crash.

**While motorcycle riders bear the primary responsibility for their own safety, all roadway users must be aware of their surrounding motorists. Among all motor vehicles, motorcycles are the most vulnerable on the road. Because of their size, motorcycles can be easily hidden in the blind spots of other vehicles which sometimes make them appear to come from nowhere. They are easily overlooked by other vehicle drivers. Additionally, road conditions that do not present a danger to motor vehicle operators may be deadly to motorcyclists; however, when a motorcyclist takes an evasive action quickly to avoid a hazard, they may be judged as reckless. For these reasons, it is very important to educate the motoring public about the dangers of not watching for motorcycles and give tips on what they should do to share the road.**

- PennDOT plans to place a “Watch for Motorcycles” message on all license and registration renewal envelopes. Approximately 10,500,000 of these envelopes will be sent to motorists across the state. (§2010 funds)
- Purchase paid media in the form of gas pump topper signs and store front signage. These signs will be placed in and around gas stations statewide during the riding season (May-October). (§2010 funds)
- PennDOT’s Highway Safety Grantees will coordinate the dispersal of at least 15,000 “Watch for Motorcycle” bumper stickers in 2012. These stickers have become very popular across the state and are in high demand. (State funds)
- “Watch for Motorcycle/Share the Road” lawn signs will be distributed with the help of ABATE (Alliance of Bikers Aimed Towards Education) of Pennsylvania. Approximately 5,000 of these signs will be developed. (State funds)
- ***Problem Identification-Motorcycle Promotional Kits, Advanced Rider Training, and 3-Wheeled Motorcycle Training: With an increasing number of motorcycles on the roads, there is a natural increase in the number of untrained and unlicensed motorcyclists. The best way for a motorcyclist to learn how to ride is through experience, but the knowledge gained through attending a course with a certified instructor is an invaluable tool in crash avoidance and survivability. Currently there are two motorcycle training courses for a motorcyclist to take. The Basic Rider Course (BRC) introduces beginning riders to the fundamentals of motorcycling and basic safety. At the completion of the course, the students who pass the final evaluation are issued a motorcycle license. The Basic Rider Course 2 (BRC2) offers more experienced riders safety and technical guidance for low-risk motorcycling. The BRC2 is free and available to all licensed PA motorcyclists who want to improve their skills and learn more about riding. In 2010, the number of students trained through the PA Motorcycle Safety Courses reduced for the second straight year. The downward trend in students trained combined with the increase in licensed motorcyclists and registered motorcycles makes it even more important to promote the availability of the courses. Despite the fewer students taking the courses in 2010, there were six fewer motorcycle***

**fatalities in crashes where the operator did not have a motorcycle license from 2009 to 2010.**

**Within these courses there are an increasing number of 3-wheeled motorcycle riders requesting to attend. The 3-wheeled motorcycles handle very differently than the 2-wheeled motorcycles and the PA Motorcycle Safety Training Courses are not approved for “trikes”.**

- Continue the campaign promoting free training courses offered by the Motorcycle Safety Program (MSP). The campaign involves promotion and distribution of public information materials (flyers and brochures) through motorcycle dealerships. Better awareness of the course will increase course enrollment and eventually result in better trained and more properly licensed Pennsylvania motorcyclists. In 2010, 23,995 motorcyclists received training through the MSP. (§2010 funds)
- Update Pennsylvania’s Basic Rider Course 2 (BRC2, formerly known as the Experienced Rider Course). The military has developed a version of the BRC2 that has been very successful and highly regarded. PennDOT is looking to incorporate improvements from the military’s program into our own BRC2. Cost includes training our rider coaches, updating materials and the training curriculum. (§2010 funds)
- Develop a training course for 3-wheeled motorcycles. Three currently existing motorcycle safety training course locations will have the ability to provide the training in fiscal year 2012. Demand for 3-wheeled training will determine the necessity for more training sites to open. (§2010 funds)
- Promote LiveFreeRideAlive.com, Pennsylvania’s new motorcycle themed interactive website. Important messages on the site include obeying the speed limit and not riding impaired. The website also emphasizes the importance of being properly licensed and encourages the use of protective gear. PennDOT staff will attend motorcycle rallies statewide to encourage riders to use the website and practice safe riding habits. (State funds)
- ***Problem Identification – Impaired Riders: Roughly 30% of all motorcycle operators in Pennsylvania involved in a fatal crash had some level of impairment. Enforcing DUI laws for motorcyclists and educating law enforcement on proper procedure is crucial in reducing this percentage.***
- PennDOT plans to conduct approximately 20 law enforcement trainings focusing on educating officers on DUI and motorcyclists. Mike Marcantino, a retired State Police Officer, will be conducting the trainings. (State funds)
- Continue to distribute motorcycle DUI tip cards to law enforcement. The tip cards contain clues for which law enforcement can follow when observing a potentially impaired motorcyclist. The tip cards also contain common motorcycle vehicle code violations that would necessitate making a contact. (State funds)

| SAFETY MEASUREMENTS  | OBJECTIVE   |
|--|---|
| Place a "Watch for Motorcycles" message on all driver license and registration renewal envelopes.  | Reach 10,500,000 motorists yearly through distribution of renewal envelopes.  |
| Coordinate the dispersal of "Watch for Motorcycle" bumper stickers   | Distribute 15,000 stickers in FY 2012.  |
| Distribute "Watch for Motorcycle/Share the Road" lawn signs  | Distribute 5,000 lawn signs with the help of ABATE  |
| Coordinate paid media campaign for "Watch for Motorcyclists/Share the Road"  | Conduct one paid media campaign during riding season  |
| Develop a campaign to promote the training courses offered by the Motorcycle Safety Program. Have 100% of all motorcycle dealers distribute materials. | Increase the number of students enrolled in the Basic Ride Course by 10%, increase enrollment by 20% in the Basic Rider Course 2 (Formerly known as the Experienced Rider Course) |
| Set up and staff Live Free Ride Alive promotional kiosks at large motorcycle rallies statewide   | Attend 6 motorcycle rallies in FY 2012.   |
| Create training courses to meet demands of new 3-wheeled motorcycle riders   | Hold 18 training sessions (6 at each site). Fill all available spots in all 18 trainings.   |
| Educate law enforcement on impaired motorcyclists  | Provide 20 trainings statewide in FY 2012 and provide DUI tip cards as requested.   |

## PLANNING AND ADMINISTRATION

### I. OVERVIEW

In addition to receiving federal 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. In some cases, Pennsylvania also qualifies for additional funds based on its seat belt use rate or because of laws, such as the .08% law, that are in effect. In order to have a coordinated program and ensure that Pennsylvania is following both Federal and State laws and procedures, a dedicated staff is required.

### II. COUNTERMEASURES

- **Planning and Administration Project (PA-2012-01-00-00)**
  - This project will provide the necessary funding for the staffing needs of the Pennsylvania Department of Transportation, to manage these federally funded projects aiding in overall fatality reduction. The funds will be used for personnel costs, travel and subsistence for identified training needs, and miscellaneous operational costs (contracts, equipment, dues, registration and workshop fees).

| SAFETY MEASUREMENTS   | OBJECTIVE   |
|---|---|
| Implement Statewide and Local Projects addressing Highway Safety      | Issue approximately 100 or more projects to various state and local agencies by September 30, 2011 for FFY2012 beginning October 1, 2011. |
| Perform site evaluations and fiscal audits of highway safety projects | Perform approximately 100 site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2012.                |
| Prepare Annual Report Submission to NHTSA                             | Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2011.                           |
| Prepare Section 402 Application                                       | Prepare Application for funding to NHTSA and submit no later than September 1, 2012.  |
| Prepare Section 405 Application                                       | Prepare Application for funding to NHTSA and submit no later than February 15, 2012.  |
| Prepare Section 408 Application                                       | Prepare Application for funding to NHTSA and submit no later than June 15, 2012.  |
| Prepare Section 410 Application                                       | Prepare Application for funding to NHTSA and submit no later than August 1, 2012.   |



|   |   |
|---|---|
| Prepare Section 2010 Application                                | Prepare Application for funding to NHTSA and submit no later than August 1, 2012. |
| If eligible and meet criteria, prepare Section 2011 Application | Prepare Application for funding to NHTSA and submit no later than July 1, 2012.   |

CERTIFICATIONS AND ASSURANCES



**PennDOT**

Personnel  
Information  
Memorandum

|                                       |
|---------------------------------------|
| Number: X-03-048                      |
| Issue Date:<br><b>April 25, 2003</b>  |
| Effective Date:<br><b>Immediately</b> |

Subject:  
Drug Free Work Place Act of 1988

Distribution:  
All PENNDOT Employees

References:  
Management Directive 505.25

Attachment:  
Executive Order 1996-13

By Direction of: *Allen D. Biehler*  
Allen D. Biehler, P.E.  
Secretary of Transportation

On November 18, 1988, Congress passed a series of laws to eliminate the use of drugs in the work place. These laws became necessary due to numerous incidents and reports indicating that drug use is responsible for serious accidents, poor product quality and reduced productivity.

One of these laws became effective on March 18, 1989, and it covers Pennsylvania Department of Transportation employees. I expect all Department employees to comply with the requirements. Attached is a copy of Executive Order 1996-13.

The unlawful manufacture, distribution, dispensing, possession or use of controlled substances in the work place will not be tolerated. Any employee involved in these activities will be subject to administrative penalties, up to and including dismissal. In addition, you may be subject to criminal penalties.

You must notify your supervisor, in writing, of any criminal drug statute conviction for a violation occurring in the work place, no later than five calendar days after such conviction.


If you have a problem with alcohol or drugs, you can receive a free and confidential evaluation by calling the State Employee Assistance Program at 1-800-692-7459.

With your cooperation, we can maintain a safe and productive work place and provide quality transportation products to citizens and visitors in Pennsylvania.

Comments and Questions Regarding This PPIM Should Be Directed To: Bureau of Human Resources, Employee Safety Division @ 717-787-9601.

Commonwealth of Pennsylvania  
GOVERNOR'S OFFICE

**EXECUTIVE ORDER**

|  |                           |  |
|--|---------------------------|--|
| Subject:<br><b>Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace</b> |                           | Number:<br><b>1996-13</b>  |
| Date:<br><b>December 20, 1996</b>  | Distribution:<br><b>B</b> | By Direction Of:<br><br><b>Thomas J. Ridge, Governor</b> |

- WHEREAS, illegal or inappropriate use of alcohol and other controlled substances by Commonwealth employes impairs the efficiency and effectiveness of the workforce, compromises public health and safety, and undermines attainment of the missions of government agencies, thereby increasing the operating costs of state government; and
- WHEREAS, the Commonwealth is concerned with the well-being of its employes and the general public, attainment of agency missions, maintenance of employe productivity, and safe work environments; and
- WHEREAS, as the state's largest employer, the Commonwealth should promote a model workplace substance abuse policy to foster the development of drug-free workplaces and encourage creation and use of employe assistance programs.

NOW, THEREFORE, I, Thomas J. Ridge, Governor of the Commonwealth of Pennsylvania, by virtue of the authority vested in me by the Constitution of the Commonwealth of Pennsylvania and other laws, do hereby establish the following policies:

1. The unlawful manufacture, distribution, dispensation, possession or use of alcohol and other controlled substances by a state employe, either while on duty or in any Commonwealth workplace, is prohibited. Such conduct shall subject the employe to appropriate disciplinary action.
2. An employe determined to be unfit either while on duty, or in any Commonwealth workplace, as a result of alcohol or other controlled substances shall be subject to appropriate disciplinary action.
3. Any employe who is convicted of violating any statute governing the unlawful manufacture, distribution, dispensation, possession or use of alcohol or other controlled substances in any Commonwealth workplace shall notify his or her supervisor of such conviction, in writing, no later than five days after such conviction. A conviction means a finding of guilt (including a plea of nolo contendere, disposition in lieu of trial, probation without verdict or accelerated rehabilitative disposition) or imposition of sentence, or both, by any judicial body charged with responsibility to determine violations of the federal or state criminal drug statutes.

4. Any employe convicted of drug abuse violations occurring in the workplace must satisfactorily participate in the State Employee Assistance Program or other rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency. Any employe convicted of drug abuse violations occurring in the workplace who refuses to participate in the State Employee Assistance Program shall be subject to appropriate disciplinary action.

5. Any employe who has self disclosed a problem with alcohol or other drugs shall be advised to contact the State Employee Assistance Program for assistance.

6. Education and training about the inappropriate use of alcohol and other controlled substances are important components of this policy. The Office of Administration shall provide for and initiate such education and training programs in state agencies. Education and training programs shall be consistent with this *Executive Order, Management Directives 505.22, State Employee Assistance Program* and *505.25, Substance Abuse in the Workplace*, and *Executive Order 1980-18, Code of Conduct*.

7. The Office of Administration is responsible for assuring that the Commonwealth's Policy on Substance Abuse in the Workplace and information about the State Employee Assistance Program are furnished to all employes.

**8. The Office of Administration shall:**

a. Monitor and review the implementation of this policy and assure compliance with state and federal statutes and regulations.

b. Coordinate the implementation and revision of this policy with representatives of state labor organizations.

9. **Effective Date.** This order shall be effective immediately.

10. **Rescission.** *Executive Order 1989-6, Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace.*

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

#### Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related**

**crash factors within the State as identified by the State highway safety planning process, including:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

## Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the

Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702:);**

The State will provide a drug-free workplace by:

- A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- B. Establishing a drug-free awareness program to inform employees about:
  - a. The dangers of drug abuse in the workplace.
  - b. The grantee's policy of maintaining a drug-free workplace.
  - c. Any available drug counseling, rehabilitation, and employee assistance programs.
  - d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- C. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (A).
- D. Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant, the employee will –
  - a. Abide by the terms of the statement.
  - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- E. Notifying the agency within ten days after receiving notice under subparagraph (D) (b) from an employee or otherwise receiving actual notice of such conviction.
- F. Taking one of the following actions, within 30 days of receiving notice under subparagraph (D) (b), with respect to any employee who is so convicted –
  - a. Taking appropriate personnel action against such an employee, up to and



- including termination.
- b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- G. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A), (B), (C), (D), (E), and (F) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative

agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal

Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this

transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-  
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

\_\_\_\_\_  
Pennsylvania

State or Commonwealth

\_\_\_\_\_  
2012

For Fiscal Year

\_\_\_\_\_  
Date

# PA FY12 C+A

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## Certifications and Assurances

### Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

- At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;
- This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related**



**crash factors within the State as identified by the State highway safety planning process, including:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

## Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the

Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;**
- B. Establishing a drug-free awareness program to inform employees about:**
  - a. The dangers of drug abuse in the workplace.**
  - b. The grantee's policy of maintaining a drug-free workplace.**
  - c. Any available drug counseling, rehabilitation, and employee assistance programs.**
  - d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.**
- C. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (A).**
- D. Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant, the employee will –**
  - a. Abide by the terms of the statement.**
  - b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.**
- E. Notifying the agency within ten days after receiving notice under subparagraph (D) (b) from an employee or otherwise receiving actual notice of such conviction.**
- F. Taking one of the following actions, within 30 days of receiving notice under subparagraph (D) (b), with respect to any employee who is so convicted –**
  - a. Taking appropriate personnel action against such an employee, up to and**

including termination.

- b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- G. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A), (B), (C), (D), (E), and (F) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative

agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal

Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this

transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-  
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.



*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

*Scott Christini*

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**Governor's Representative for Highway Safety**

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Pennsylvania

State or Commonwealth

2012

For Fiscal Year

8-16-11

Date