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August 17, 2012

Mr. Thomas Louizou
Regional Administrator
National Highway Traffic Safety Administration
222 Mamaroneck Avenue
White Plains, NY 10605

Dear Mr. Louizou:

Enclosed is the application for highway safety funding required under 23 CFR Part 1200 for federal fiscal year 2013, for Pennsylvania. Our application includes the following components:

- A Performance Plan
- A Highway Safety Plan
- Signed Certifications and Assurances
- A Program Cost Summary

Thank you in advance for your favorable review of the application. If you have any questions or require additional information regarding this application, please contact Tom Glass of Program Services Unit at (717) 783-2113 or by email thglass@pa.gov.

Sincerely,

Stephen J. Grimme

for Stephen J. Grimme, P.E., Division Chief
Highway Safety and Traffic Operations Division
Bureau of Maintenance and Operations

Enclosure

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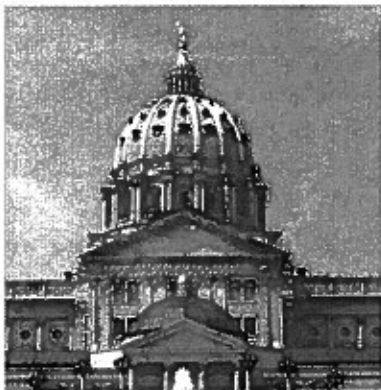
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Pennsylvania Highway Safety Plan FFY 2013

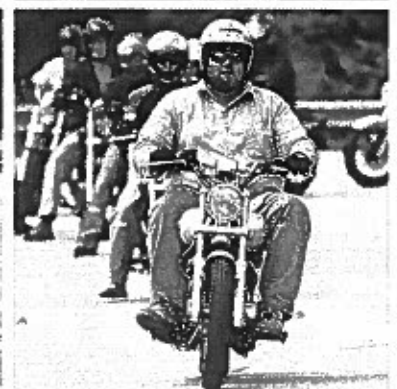
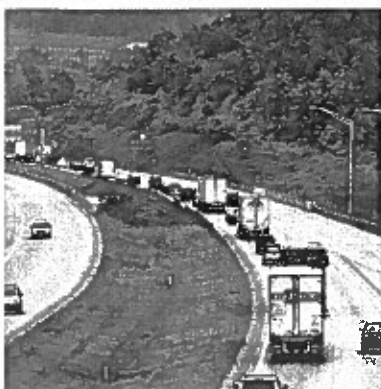


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HIGHWAY SAFETY PARTNERS

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 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 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 Chief of DHSTO, Stephen Grimme, 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 financial functions of the Highway Safety Program are handled by the Quality Assurance Specialist, who reports to Tom Glass. 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 National 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 dotGrants 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).

Vacant, *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.

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, DUI courts, Enforcement & Judicial Outreach programs, and paid media activities. Manages all project activity for highway safety regions II & VI.

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 Manager to the State Impaired Driving and Comprehensive Traffic Safety Programs. Serves as project manager for the Pennsylvania DUI Association technical services contract; Philadelphia bicycle and pedestrian safety agreement; the crash records law enforcement liaison grant; and mature driver/CMV safety issues. Additionally, manages local grant projects in highway safety region I; the distribution of alcohol-related crash data to all impaired driving enforcement projects; administrator for the State Motor Carrier Safety Advisory Committee (MCSAC). Responsible to contact state and local police for the unknown BAC of surviving drivers involved in fatal crashes.

Relevant Training: NHTSA Program Management; NHTSA Data Analysis and Evaluation; PennDOT Engineering and Traffic Studies; BHSTE/CDART; BHSTE/TESC

Jacqueline Turk, *Transportation Planning Specialist 1 (TPS 1)* – An Assistant Manager of the Program Services Section. Serves as the, PA State Police program manager, PA Traffic Injury Prevention Project program manager, School Bus Projects program manager (when applicable), and acts as lead co-coordinator of the Annual Traffic Safety Grantees Workshop. Assists in grants administration of the highway safety program. Oversees the preparation of the §405 application and §2011 certification. Coordinates the annual observational seat belt surveys and runs statistical analysis on survey results. Manages all project activity for highway safety region IV.

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; PennDOT Leadership Education and Development (LEAD) Program.

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

Relevant Training: NHTSA Program Management; NHTSA Impaired Driving; NHTSA

Standardized Child Passenger Safety Training Course; BHSTE/CDART; Crystal Reports
1

Michael Dudrich, *Transportation Planning Specialist (TPS)* – 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

Pennsylvania is the 6th most populous state in the nation and has a population per square mile of 284. The state's 46,055 square miles, (33rd in size), 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.

According to the US Census Bureau, the population of Pennsylvania is 12,742,886. 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, 51.7% to 48.3 %. 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 (MILLIONS)	REGISTERED VEHICLES (MILLIONS)	VMT (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	103.5
2010	8.758	11.373	101.2
2011	8.804	11.478	N/A

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 110 Republican and 91 Democratic seats in the House along with two current vacancies. 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.

II. Legislative Updates

Since the submission of the FFY2012 Highway Safety Plan, there have been five legislative updates related to highway safety.

- 1) Pennsylvania's new law aimed at increasing safety for young drivers, Act 81 of 2011, took effect on December 27, 2011. The new law increases behind-the-wheel training requirements, places a limit on the number of passengers a young driver can transport and makes not wearing a seatbelt a primary offense for young drivers.

The new law adds 15 hours of supervised, behind-the-wheel training for driver's license permit holders younger than 18, bringing the total to 65 hours. Ten of the additional hours must include driving at night and five hours must occur during poor weather conditions.

Also, as part of the law, drivers younger than 18 are not permitted to transport more than one passenger who is under 18 and is not an immediate family member unless they are

accompanied by a parent or legal guardian. After six months, the junior driver may transport up to three passengers younger than 18 who are not immediate family members without a parent or legal guardian present, but only if that driver has not been convicted of a driving violation or has not been partially or fully responsible for a reportable crash.

- 2) The enhanced Graduated Driver Licensing law also includes provisions that junior drivers and passengers under the age of 18 wear a seat belt and children under the age of eight must be fastened in a child restraint system. The seat belt provisions of the new law are primary offenses, meaning a driver can be stopped and cited solely for that violation. Previously, children from four to eight years of age were only protected by secondary booster seat law.
- 3) Pennsylvania's new law prohibiting text-based communication while driving, Act 98 of 2011, took effect on March 8, 2012. The law specifically does the following:
 - Makes it a primary offense to use an Interactive Wireless Communication Device (IWCD) to send, read or write a text-based message.
 - Defines an IWCD as a wireless phone, personal digital assistant, smartphone, portable or mobile computer or similar devices that can be used for texting, instant messaging, emailing or browsing the Internet.
 - Defines a text-based message as a text message, instant message, email or other written communication composed or received on an IWCD.
 - Institutes a \$50 fine for convictions.
 - Makes clear that this law supersedes and preempts any local ordinances restricting the use of interactive wireless devices by drivers.
- 4) A new bike law, Act 3 of 2012, went into effect on April 2, 2012 which requires motorists to leave a 4-foot "cushion of safety" when passing a bicyclist. To achieve this cushion, drivers may cross a roadway's center line when passing a bicycle on the left, but only when opposing traffic allows. Drivers attempting to turn left must also yield the right of way to bicycle riders traveling in the opposite direction. The new law also calls for bicycle riders to use all reasonable efforts to avoid impeding the normal flow of traffic. When there is only one travel lane, bicyclists may use any portion of the lane to avoid hazards on the roadway, including maintaining a safe distance from stopped and parked cars.
- 5) Senate Bill 539 of the 2011/2012 legislative session was signed into law on May 8, 2012 and became Act 39 of 2012. This law increased the fines and penalties for individuals convicted of impaired driving while transporting a minor(s). Grading for this offense is now a first-degree misdemeanor and carries fines of up to \$2,500 and two years in prison for repeat offenders.

III. OVERALL PROBLEM IDENTIFICATION PROCESS & DATA SOURCES

The Bureau of Maintenance and Operations (BOMO) 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. The crash location data can be broken out by county, district office, Metropolitan Planning Organizations, and municipality. The data can be broken down by ages, types 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 2011 was made available in April of 2012. The goal for completion of 2012 crash data is April of 2013. 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 2011, there were 125,464 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,286 people and injured another 87,839. 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 101.2 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2011 fatality rate of 1.27 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.

2011 Briefs

On Average in Pennsylvania:

Each day 344 reportable traffic crashes occurred (about 14 crashes every hour).

Each day 4 persons were killed in reportable traffic crashes (one death every 7 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 43 people was involved in a reportable traffic crash.

1 out of every 9,909 people was killed in a reportable traffic crash.

1 out of every 145 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).

Selected Countermeasures

Countermeasures selected in this document are based on recommendations of NHTSA's Countermeasures that Work, DOT HS 811 444, an annual publication that lists dozens of area-specific countermeasures for behavioral safety problems. Specific document references are identified for applicable countermeasures and are summarized in Appendix A.

IV. STATEWIDE GOALS

Seven vital Safety Focus Areas (SFAs) were identified in the Strategic Highway Safety Plan for Pennsylvania. 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:

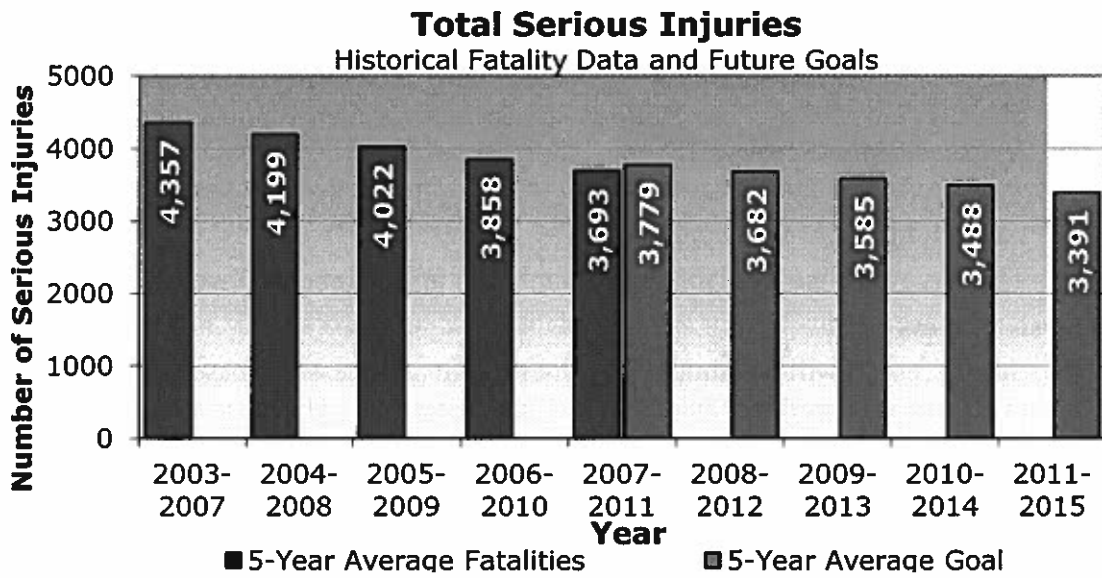
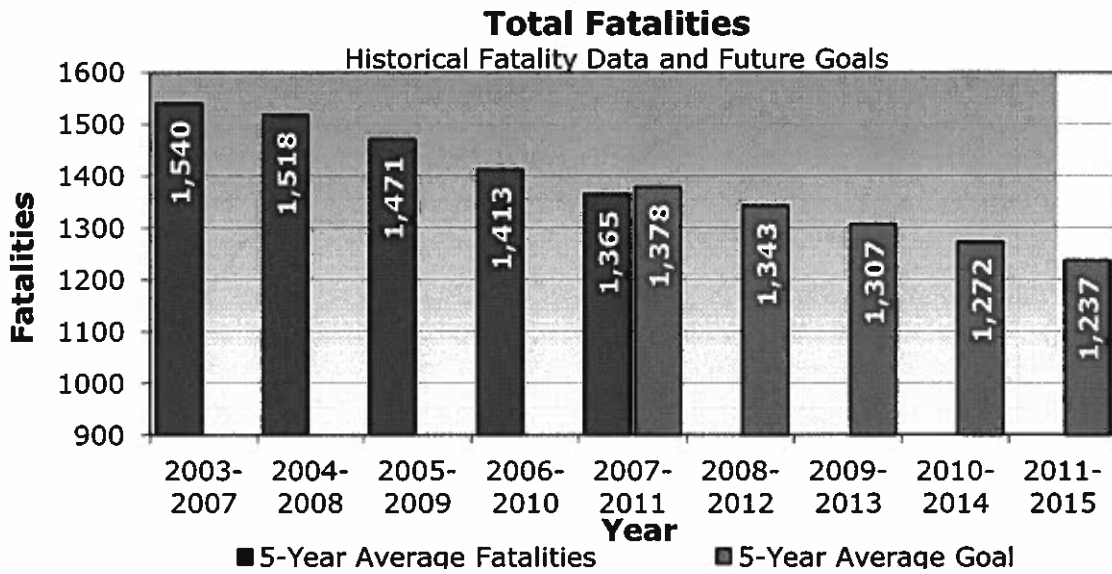
FOCUS AREA	GOAL
Reducing Speeding and Aggressive Driving	Our goal is to reduce the 5-year average of aggressive driving fatalities from 850 in 2011 to 831 in 2012, and 809 in 2013.
Reducing Impaired Driving	Our goal is to reduce the 5-year average of DUI related fatalities from 474 in 2011 to 473 in 2012, and 461 in 2013.
Increasing Seatbelt Usage	Our goal is to increase seat belt usage rate from 83.82% in 2011 to 84.10% in 2012, and 84.40% in 2013.
Infrastructure Improvements	Our goal is to reduce the 5-year average of local road fatalities from 229 in 2011 to 228 in 2012, and 222 in 2013.
Reducing Distracted Driving	Our goal is to reduce the 5-year average of distracted driving fatalities to 65 in 2012, and 63 in 2013.
Mature Driver Safety	Our goal is to reduce the 5-year average of mature driver related fatalities from 263 in 2011 to 251 in 2012, and 245 in 2013.
Motorcycle Safety	Our goal is to reduce the 5-year average of motorcycle fatalities from 217 in 2011 to 205 in 2012, and 199 in 2013.

V. CORE PERFORMANCE MEASURES

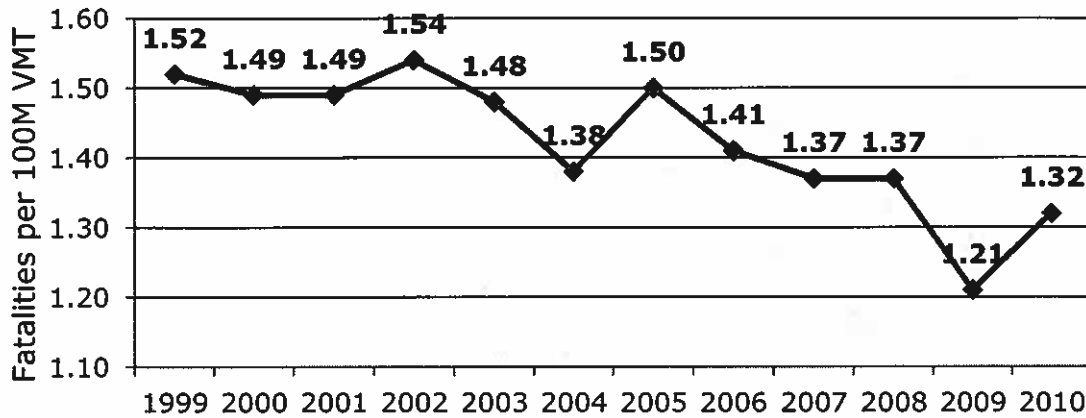
The National Highway Traffic Safety Administration has identified 14 Core Performance Measures and a behavioral survey that each state should use in its evaluation of its programming efforts. These measures ultimately identify the effectiveness of the state's local programs, and are vital in viewing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

Pennsylvania							
NHTSA Core Performance Measures							
FFY 2013 Highway Safety Plan							
	2006	2007	2008	2009	2010	2011	2012 Goal
Traffic Fatalities	1,525	1,491	1,468	1,256	1,324	1,286	1,343
<i>5-year moving average</i>	1,565	1,540	1,518	1,471	1,413	1,365	
Number of Major Injuries	4,231	4,140	3,897	3,498	3,556	3,402	3,666
<i>5-year moving average</i>	4,574	4,357	4,199	4,022	3,858	3,693	
Unrestrained Fatalities	611	559	567	451	524	509	516
<i>5-year moving average</i>	636	604	592	567	542	522	
Teen Driver (16-20) Fatalities	279	310	239	225	225	231	243
<i>5-year moving average</i>	313	305	286	267	256	246	
Fatalities in Alcohol-Related Crashes	544	525	533	442	444	425	473
<i>5-year moving average</i>	566	550	545	525	498	474	
Fatalities in Speeding	322	385	261	231	284	267	282
<i>5-year moving average (based on State Data)</i>	291	311	309	305	297	286	
Motorcycle Fatalities	187	225	236	204	223	199	207
<i>5-year moving average</i>	168	186	202	211	215	217	
Unhelmeted Motorcycle Fatalities	78	107	109	83	112	90	94
<i>5-year moving average</i>	54	71	88	92	98	100	
Pedestrian Fatalities	171	155	142	136	148	149	143
<i>5-year moving average</i>	164	163	156	153	150	146	
Seat Belt Usage	86.30%	86.70%	85.10%	87.90%	86.00%	83.82%	84.10%
Fatalities Per VMT	1.41	1.37	1.37	1.21	1.32	1.27	TBD
Areas tracked but no goals set							
Speeding Citations	9,044	54,140	101,148	123,198	80,054	126,826	
Seat Belt Citations	7,518	14,761	20,803	20,708	26,764	20,135	
DUI Arrests	2,016	3,394	3,432	5,275	5,151	3,728	
Goals in red are set to the 5-Year Average							
FARS data for 2012 has not been released yet. Areas usually tracked by FARS data are displayed using state data until 2012 FARS data are released.							
Citations shown resulted from grant funded activities.							

NHTSA Performance Measures	
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



Fatalities per 100M Vehicle Miles Traveled (1999-2008)
(FARS Data)



Plan for Behavioral Survey (CP-2012-03-00-00)

- 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 JustDrivePA.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. This year’s results will be cross-referenced with last year’s for any behavior change.
- **Overview of 2011 Survey Results and Future Planning Impact**
 - In 2010, we saw the majority of respondents were aware of traffic safety enforcement efforts but rarely thought someone would be arrested or cited for violating traffic safety laws. While the majority is still aware, the perception of citing/arresting offenders increased in 2011:
 - The majority (62.79% ↑ from 49.78% in 2010) of people thought that a drinking driver will be arrested at least “half the time”.

- An increase of over 13% of respondents thought there was a chance of receiving a seat belt citation at least “half the time” (41.57% ↑ from 28.22% in 2010).
- The majority (76.93% ↓ from 78.62% in 2010) of respondents indicated they do not operate a motor vehicle within 2 hours after drinking alcoholic beverages.
- 63% of respondents said, “Yes”, they would support a law that requires any person convicted of their first DUI to have ignition interlock installed in their vehicle.
- 82.21%, ↓ from 83.61% in 2010, of respondents said they “always” utilize seat belts.
- 56.71% of respondents said, “Yes”, they would support a law that would make it a primary offense for adults who are not wearing a seat belt in the front seat of a vehicle.
- We saw an increase in admitted speeding respondents in 2011:
 - 38.68%, ↑ from 33.36% in 2010, answered they drive 10 mph or greater in a 25 mph zone at least “half the time”.
 - 53.81%, ↑ from 50.46% in 2010, answered they drive 70 mph or greater in a 65 mph zone at least “half the time”.
- Media efforts for impaired driving awareness (78.93% ≈ to 79.08% in 2010) continue to reach roughly 30% more respondents than seat belt safety (48.99% ↓ from 50.15% in 2010) media.
- Approximately, 17% (600) of all respondents are motorcycle riders.
 - 2 out of 3 respondents who ride motorcycles indicated they always wear helmets and other protective gear while riding.
- Most respondents (91.46% ↓ from 92.57% in 2010) indicated that they “never” or “rarely” text or check email on a cell phone while driving.
 - Resulting in a 1% increase in respondents who admit to texting or checking email at least “half the time”.
- Changes have been made to the 2012 survey to address areas in the past that have provided inadequate data, and pertinent laws that have been passed within the last year. Further analysis was performed by a NHTSA contractor which gave the Department a more detailed comparison between the age and location of respondents.

VI. GRANT SELECTION PROCESS

In 2012, the Highway Safety Office assisted in the update 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.

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 Impaired (DUI) Driving
2. Increasing Seatbelt Usage
3. Creating Infrastructure Improvements
4. Reducing Speeding and Aggressive Driving
5. Reducing Distracted Driving
6. Mature Driver Safety
7. Motorcycle 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 (2007-2011).

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 JustDrivePA.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 March 28, 2012.

VII. PROGRAM COST SUMMARY

SHSP Rank	Safety Focus Area	SAFETEA-LU Funding (in millions)			Program Name
		Focus Area Total	Sub Total	Fund Section	
1	Reduce Aggressive Driving Crashes	5.67	1.70	402	Aggressive Driving (Local)
			1.47	402	Community Traffic Safety Projects (CTSP)
			2.00	402	PSP 2013 Traffic Safety Initiative
			0.50	402	Corridor Safety Initiative-Roosevelt Boulevard - Local Police
2	Reduce DUI Crashes	6.70	2.60	410	DUI Sobriety Checkpoint Program - Local
			1.60	410	PSP 2013 Traffic Safety Initiative
			0.79	402/410	Chemical Breath Test and Police Traffic Law Enforcement Training
			0.82	410	Operational Maintenance and Technical Support for the PA Alcohol Highway Safety Program
			0.54	402	Community Traffic Safety Projects (CTSP)
			0.35	410	DUI Courts
3	Increase Seat Belt Use	3.93	1.33	402/405	Buckle Up PA-Municipal Police Occupant Protection Enforcement & Education Program - Local Police
			1.06	402	Traffic Injury Prevention Program (TIPP)
			0.93	402	Community Traffic Safety Projects (CTSP)
			0.61	402/405	PSP 2013 Traffic Safety Initiative
4	Infrastructure Improvement & Local Road Safety	0.35	0.35	402	Municipal Safety Liaison-Local Technical Assistance Program (LTAP) Engineers
5	Crash Data Improvement	3.12	3.12	408	Traffic Records - BHSTE (TRCC & CDART)
6	Motorcycle Safety	0.43	0.30	2010	Motorcycle Safety Programs - (BDL)
			0.13	402	Community Traffic Safety Projects (CTSP)
7	Mature Driver Safety	0.13	0.13	402	Community Traffic Safety Projects (CTSP)
N/A	All	0.43	0.30	402	Planning and Administration
			0.10	402	Public Information & Education Program Materials - CO Press Office Support - BHSTE
			0.03	402	Grant-Specific Training
Total (in millions)		20.76	20.76		

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 FY2013 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 2013 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-2013-01-00-00	Planning & Administration	20.600	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00	
PT-2013-01-00-00	PA State Police Police Traffic Services	20.600	\$0.00	\$0.00	\$0.00	\$2,398,184.47	\$2,398,184.47	\$0.00	
PT-2013-02-00-00	Roosevelt Blvd Corridor Safety Enforcement	20.600	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$500,000.00	
PT-2013-03-00-00	Aggressive Driving Enforcement & Education Program (local)	20.600	\$0.00	\$0.00	\$0.00	\$2,099,085.64	\$2,099,085.64	\$2,099,085.64	
PT-2013-04-00-00	Dept. Ed Institute for Law Enforcement Training (402)	20.600	\$0.00	\$0.00	\$0.00	\$218,680.00	\$218,680.00	\$0.00	
CP-2013-01-00-00	PA Community Traffic Safety Projects	20.600	\$0.00	\$0.00	\$0.00	\$3,598,184.47	\$3,598,184.47	\$3,598,184.47	
CP-2013-02-00-00	Traffic Injury Prevention Program	20.600	\$0.00	\$0.00	\$0.00	\$1,062,299.00	\$1,062,299.00	\$0.00	
CP-2013-03-00-00	Public Information & Education	20.600	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00	
CP-2013-04-00-00	Grant Program Training Needs	20.600	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00	
RS-2013-01-00-00	Local Technical Assistance Program	20.600	\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00	
OP-2013-01-00-00	Occupant Protection Enforcement & Education Program (local)	20.600	\$0.00	\$0.00	\$0.00	\$484,247.98	\$484,247.98	\$484,247.98	
OP-2013-02-00-00	PA State Police Occupant Protection	20.600	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00	
Subtotal CFDA #20.600 (s 402)			\$0.00	\$0.00	\$0.00	\$11,240,681.56	\$11,240,681.56	\$6,681,518.09	
K8-2013-01-00-00	PA State Police - Impaired Driving Enforcement Program	20.601	\$0.00	\$0.00	\$0.00	\$1,930,794.77	\$1,930,794.77	\$0.00	
K8-2013-02-00-00	PA DUI Enforcement Programs (local)	20.601	\$0.00	\$0.00	\$0.00	\$2,930,794.77	\$2,930,794.77	\$2,930,794.77	
K8-2013-03-00-00	DUI Courts	20.601	\$0.00	\$0.00	\$0.00	\$680,794.77	\$680,794.77	\$680,794.77	
K8-2013-04-00-00	Dept. Ed Institute for Law Enforcement Training (410)	20.601	\$0.00	\$0.00	\$0.00	\$571,320.00	\$571,320.00	\$0.00	
K8-2013-05-00-00	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 (s 410)			\$0.00	\$0.00	\$0.00	\$6,933,704.31	\$6,933,704.31	\$3,611,589.54	
K2-2013-01-00-00	PA State Police - Occupant Protection Enf. & Edu. Program	20.602	\$0.00	\$0.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00	
K2-2013-02-00-00	Occupant Protection Enforcement & Education Program (total)	20.602	\$0.00	\$0.00	\$0.00	\$849,044.50	\$849,044.50	\$849,044.50	
Subtotal CFDA #20.602 (s 405)			\$0.00	\$0.00	\$0.00	\$1,449,044.50	\$1,449,044.50	\$849,044.50	
K9-2013-01-00-00	Traffic Records System Improvements	20.610	\$0.00	\$0.00	\$0.00	\$3,122,298.57	\$3,122,298.57	\$0.00	
Subtotal CFDA #20.610 (s 408)			\$0.00	\$0.00	\$0.00	\$3,122,298.57	\$3,122,298.57	\$0.00	
K6-2013-01-00-00	Motorcycle Safety Initiatives	20.612	\$0.00	\$0.00	\$0.00	\$296,049.55	\$296,049.55	\$0.00	
Subtotal CFDA #20.612 (s 2010)			\$0.00	\$0.00	\$0.00	\$296,049.55	\$296,049.55	\$0.00	
Total NHTSA			\$0.00	\$0.00	\$0.00	\$23,041,778.49	\$23,041,778.49	\$11,142,152.13	
Total FHWA			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total NHTSA & FHWA			\$0.00	\$0.00	\$0.00	\$23,041,778.49	\$23,041,778.49	\$11,142,152.13	

Agreements between the Department and political subdivisions are established through the dotGrants (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) 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 process of writing the new SHSP. The plan is on track for completion in the spring of 2012. This HSP will introduce the new direction Pennsylvania is adopting to set highway safety goals.

SAFETY COMMUNICATIONS

I. PAID MEDIA

In FY 2013, The Pennsylvania Department of Transportation (PennDOT) will use state funds to support paid advertising activities in three major areas of traffic safety. The Governor's Office of Press and Communications is encouraging agencies to utilize funding through the year to maintain the "brand identity" for initiatives. We are working with that office to plan the best use of distributing these funds, including what media will be used during what time frames.

For all buys, PennDOT has decided not to purchase billboard space because of distracted driving concerns.

- PennDOT plans to purchase paid media for DUI, focusing on Labor Day and Independence Day, but potentially expanding into the Halloween/Holiday periods. If more weeks are purchased, the buys will become more targeted, most likely with more focus on online advertising, radio and some lifestyle advertising at convenience stores/gas stations. Males age 18-34 are the target demographic. This will be "Just Drive – Safe and Sober" – though the radio spots and the Web page people are directed to talks about enforcement and laws.
- PennDOT also plans to purchase media for seat-belt safety using the "Just Buckle Up – A Click Can Save Your Life" slogan. The campaigns will occur during national and statewide enforcement mobilizations. Radio messages, online ads and gas/convenience store advertising will likely make up a majority of the advertising. Males 18-54, night-time, pickup truck drivers are the target demographic.
- PennDOT plans to initiate paid media for its distracted driving campaign – "Just Drive – Distractions can wait" in the fall of 2012. The campaign will be utilized as funding permits in times when DUI or seat-belt media aren't being purchased. We will likely focus on online and radio advertising for this campaign. Media will discourage all distractions, but also include reminders of Pennsylvania's no-texting-while-driving law.

II. PUBLIC INFORMATION AND EDUCATION (PI&E) PROGRAM MATERIALS

The Bureau of Maintenance and Operations plans to update several brochures and other educational pieces that will be made available free to the general public to educate them on seat belts, child passenger safety, school bus safety, DUI prevention, bicycle/pedestrian/motorcycle safety, winter driving, aggressive driving prevention, rail-highway safety, truck safety and other safety issues. They may be made available electronically, but minimal copies may be required to provide to individuals who do not have download capabilities. In addition, as new campaigns or educational materials are developed, copies may need to be made available to the public, our network of coordinators and partners, driver license centers, etc.

This project provides funding to pay for printing done by the PennDOT Graphic Services Center, to pay for the services of Commonwealth Media as needed, and for the creative development of

materials through the state contractor Neiman Group. Professionally done videos and other materials may also be purchased as part of our educational program activities

Pennsylvania is currently in the process of developing a Yellow Dot Program funded under PI&E. This program is designed to help save lives in the critical time right after a crash referred to as the “golden hour.” The program will provide citizens with a Yellow Dot decal for their rear windshield and a folder to hold medical information about the participant. This sheet will provide first responders with emergency contact information, medical conditions, allergies and medications along with a photograph to help identify the vehicle occupant. PennDOT feels having this information will allow faster and more efficient treatment in that vital first hour.

III. EARNED MEDIA

PennDOT’s Central Press Offices, regional Safety Press Officers and various safety partners will continue to carry the bulk of our safety messaging through the year. Using the NHTSA Communications Calendar as a guide, the offices will issue press releases promoting enforcement activities, law-enforcement training, community events, and more. Efforts will also continue with partnerships with regional media for PSA recordings and interview opportunities when increasingly short-staffed media cannot attend our events.

Following efforts to develop the “Just Drive” initiative with the governor’s office, enforcement imagery has been removed from the paid media design elements. The regional efforts, coupled with central office press releases, etc., still carry the enforcement messages and slogans, and are covered by media. These efforts will continue in 2013.

In the spring, we will continue our safety radio PSA contest for high-school students. This involves soliciting entries from across the state and selecting winners based on our Engineering Districts, and then paying for studio time for the winning entries to be professionally recorded. The completed spots are shared with regional media statewide, who utilize the PSAs most of the time.

Due to Pennsylvania’s varied media markets and how they overlap with our communications staff/district offices, a reporting mechanism is being developed to capture activities from our communications staff. Various categories, such as media events, outreach meetings and other communications efforts will be included in the report.

IV. SOCIAL MEDIA

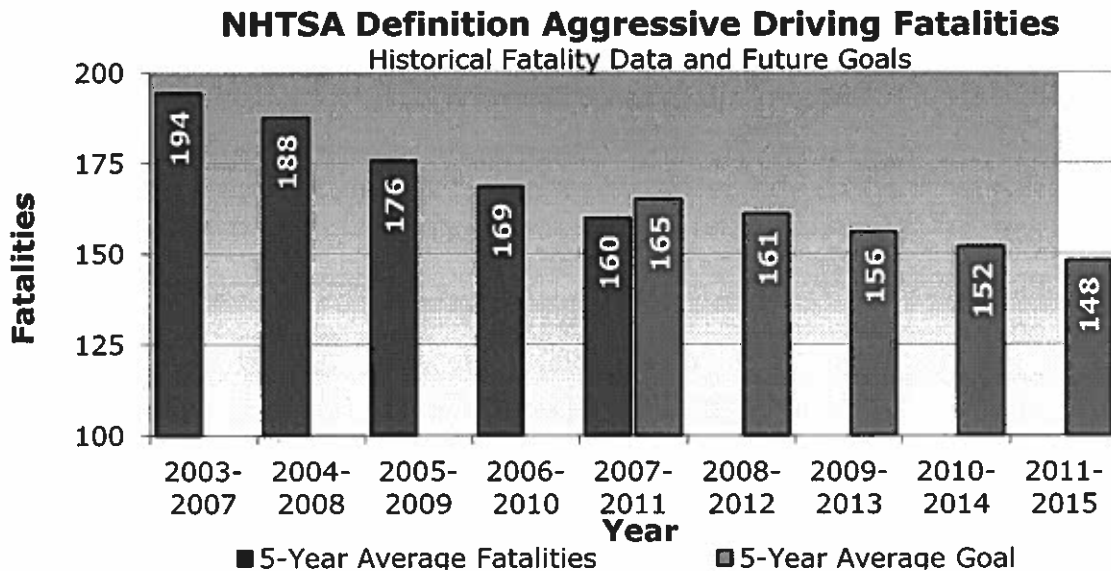
Since 2010, PennDOT has maintained a Twitter account, PennDOTNews. Safety messages are continually pushed during waves, as safety tidbits, and increasing the reach of other safety partners like @NHTSAgov and AAA. PennDOT is hoping to have active Facebook and YouTube accounts approved for use for the 2013 FY.

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

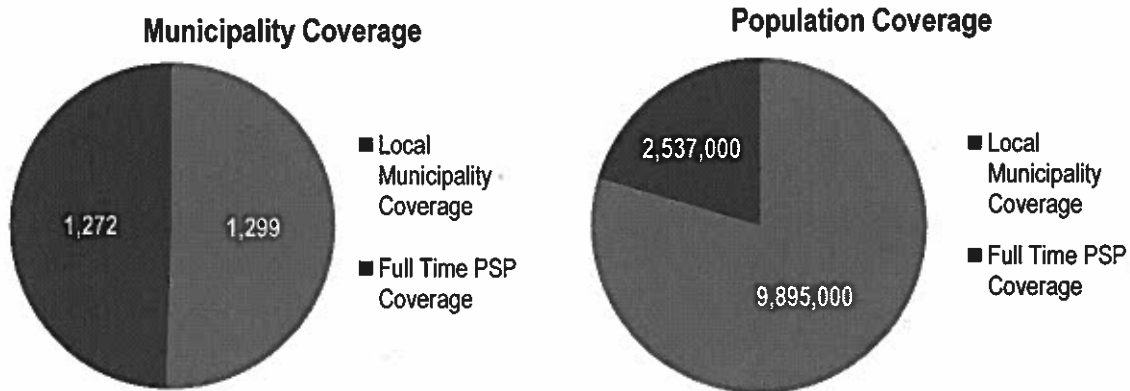


III. STATE GOALS

- Our goal is to reduce the 5-year average of aggressive driving fatalities from 850 in 2011 to 831 in 2012, and 809 in 2013. This represents the pace at which aggressive driving fatality reduction would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. PROBLEM IDENTIFICATION OVERVIEW

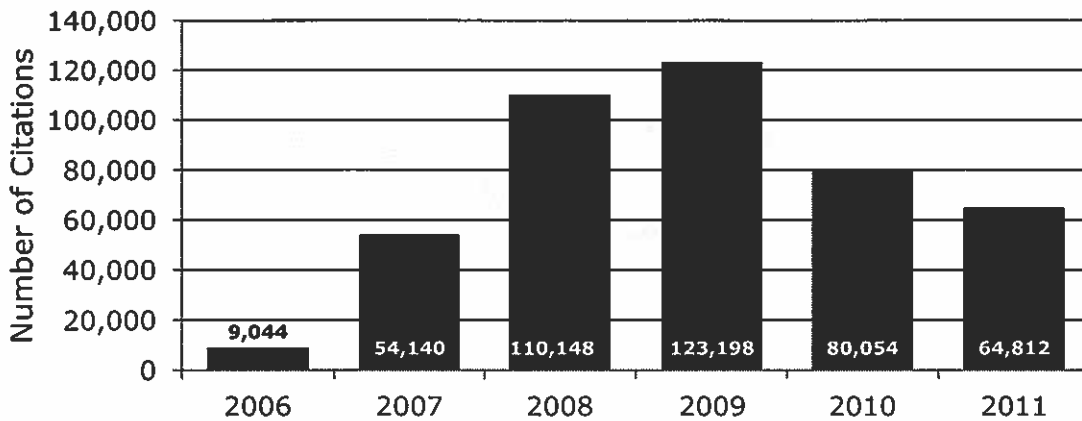
Overview: Addressing aggressive driving, speeding, DUI and special highway safety traffic enforcement



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

Overview: Addressing speeding:

Speeding Citations from Aggressive Driving Enforcement Operations (State Data)



Overview: Addressing specific corridors:

CRASHES PER YEAR ON HIGHWAY SAFETY CORRIDORS						
	2006	2007	2008	2009	2010	2011
US 119 Westmoreland Co	28	23	7	10	13	21
US 30 Westmoreland Co	41	36	41	33	40	38
I-81 Scranton Area	56	52	47	61	53	50
I-81 Capital Beltway	135	143	166	147	159	153
I-81 Carlisle Area	25	40	28	25	21	38
I-80 Monroe Co	93	90	69	68	82	122
US 220 Lycoming Co	17	21	23	24	28	36
SR 100 Chester Co	126	76	64	63	56	73
US 1 Philadelphia (Roosevelt Boulevard)	218	214	197	225	266	258
I-81 Wilkes-Barre	80	88	73	85	74	74
US 30 Somerset Co	28	16	20	19	17	24
SR 4006 Fayette Co	4	6	12	3	6	9
Total	851	805	747	763	815	896

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:

	2007	2008	2009	2010	2011	Total
Roosevelt Boulevard Traffic Fatalities	9	3	2	2	6	22

V. COUNTERMEASURES

- **PA State Police Traffic Safety Initiatives (PT-2013-01-00-00)**
 - *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).
 - (CTW, Chapter 3: Sections 2.2, 4.1; See Appendix A, *page 74*)
 - (CTW, Chapter 4: Sections 2.1, 4.2; See Appendix A, *page 74*)
 - *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 12 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.
 - (CTW, Chapter 3: Sections 2.2, 2.3; See Appendix A, *page 74*)
 - *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.
 - (CTW, Chapter 3: Sections 2.2, 2.3; See Appendix A, *page 74*)
 - *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.
 - (CTW, Chapter 3: Section 2.2; See Appendix A, *page 74*)
- **Roosevelt Boulevard Project (PT-2013-02-00-00)**
 - ***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 continued to be a problem.
 - (CTW, Chapter 3: Section 2.2; See Appendix A, *page 74*)
- **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 61% of all 2011 traffic fatalities in Pennsylvania involved some sort of aggressive driving. Of those aggressive driving fatalities, 34% 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 789 traffic fatalities on Pennsylvania roadways in 2011. 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 2013, 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 2013 will mark Pennsylvania's 8th year participating in the Aggressive Driving Enforcement and Education Program. Currently in fiscal year 2012 there are 320 local police departments conducting aggressive driving on 355 high aggressive driving crash corridors. In fiscal year 2013 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.
- (CTW, Chapter 3: Sections 2.2, 4.1; See Appendix A, *page 74*)
- (CTW, Chapter 4: Sections 2.1, 2.2; See Appendix A, *page 74*)

SAFETY MEASUREMENTS	OBJECTIVE
Child Passenger Safety Fitting Stations	Maintain 87 Fitting Stations at each Pennsylvania State Police station throughout the commonwealth.
Child Safety Seat Checks	Perform Child Safety Seat Checks at fitting stations and as needed.
Enforcement Hours Provided for Aggressive Driving Initiative, from the PSP	Perform over 6,000 hours of overtime enforcement during the appropriate Aggressive Driving Initiative Waves.
SFST Classes Conducted	Perform 4 SFST Classes for Trooper Personnel.
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).
Track and examine Citation Data	Collect and analyze data from 31 types of citations/and arrests, focus area related, stemming from overtime enforcement from all PSP Traffic Safety Initiatives.
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	PennDOT would like to have at least a 10% reduction each year.

IMPAIRED DRIVING

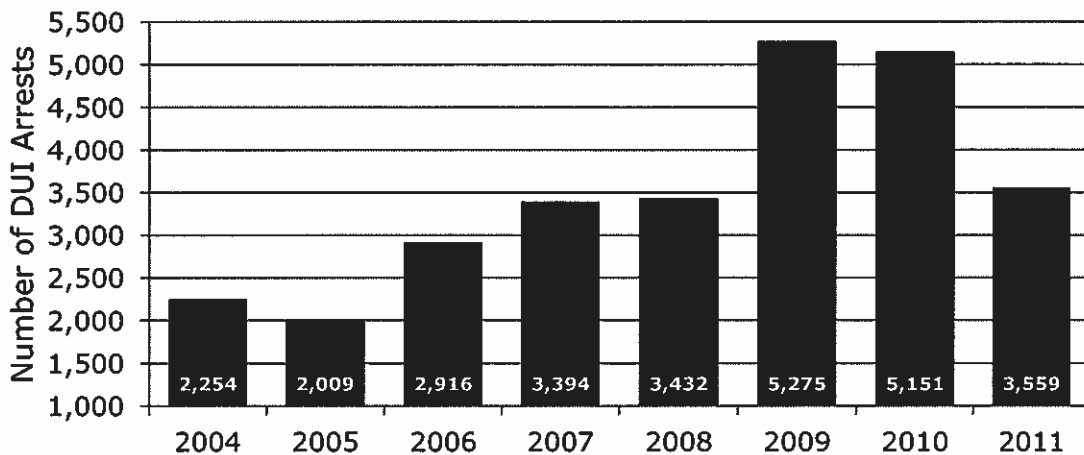
I. OVERVIEW

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 2010, 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 2010. As determined by the PA Crash Records System, the Commonwealth experienced 425 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 increased from the previous five-year average of 647 to 679 in 2011.

The Commonwealth is experiencing a year after year increase in arrests stemming from impaired driving related to drugs. This increase is most likely due to the amount of effort being placed in drugged driving recognition training for law enforcement. DUI-d arrests have increased over 150% since the beginning of the DRE program in Pennsylvania in 2004. The majority of law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted towards officers that are NHTSA SFST certified. Approximately 3,000 law enforcement officers in Pennsylvania have received ARIDE training.

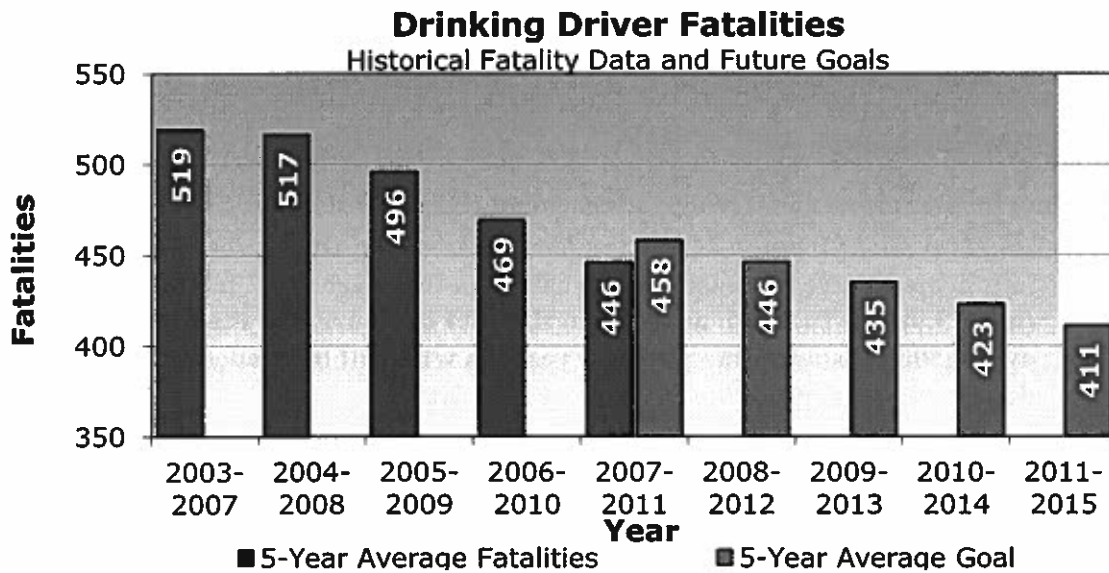
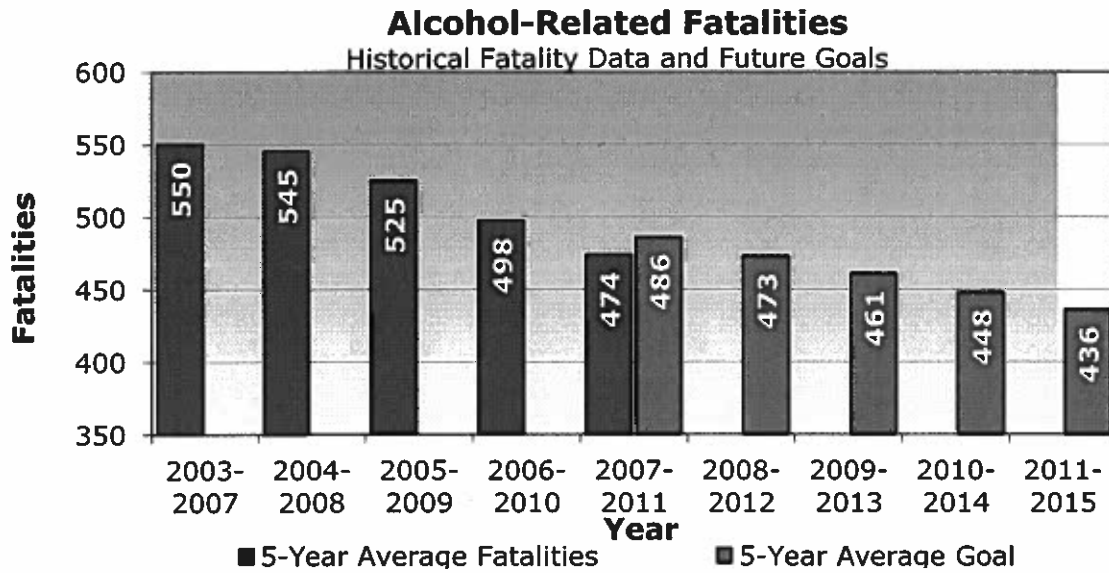
Overview: Addressing impaired driving:

**DUI Arrests from Impaired Driving Enforcement
(State Data)**

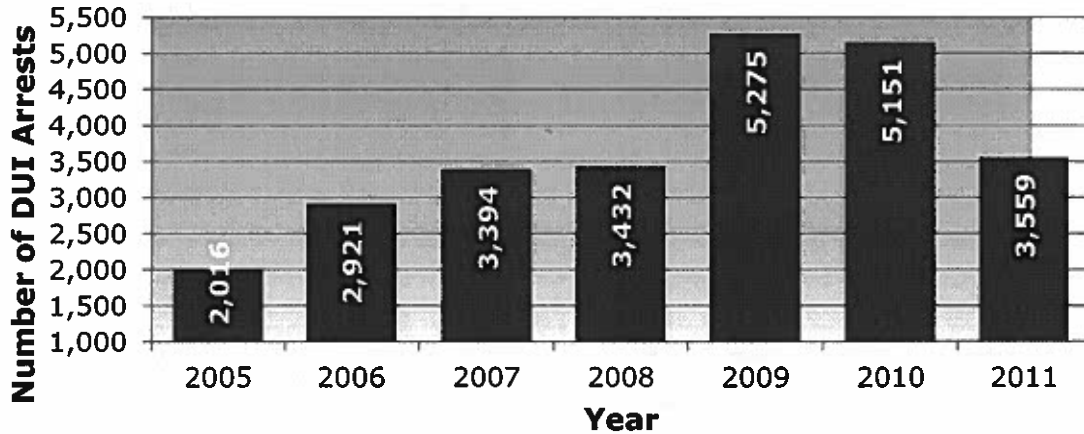


Our statewide program is providing officers Standard Field Sobriety Training (SFST) which allows officers to more accurately make DUI arrests.

II. CORE PERFORMANCE MEASURES



DUI Arrests from S.410 Enforcement (State Data)



III. STATE GOALS

- Our goal is to reduce the 5-year average of DUI related fatalities from 474 in 2011 to 473 in 2012, and 461 in 2013. This represents the pace at which DUI related driving fatality reduction would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. COUNTERMEASURES

- **PA State Police Impaired Driving Enforcement (K8-2013-01-00-00)**
 - **Problem Identification** – Over the past three years, DUI arrests for drug impairment have increased each year from just over 8,162 in 2007 to more than 13,907 in 2011. In addition to the DUI drug arrests; there have been over 6,500 crashes in the past five years in which at least one of the involved drivers were suspected to be impaired by drugs.
 - 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.
 - *Standard Field Sobriety Training (SFST)*
 - **Problem Identification:** Impaired driving was a contributing factor in 425 preventable fatalities on Pennsylvania roadways in 2011. With proper training, especially in SFST, officers will be able to legally identify impaired drivers and remove them from the road hopefully before a crash occurs.

- This task 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.
 - (CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 7.1; See Appendix A, *pages 71-72*)
- **Municipal DUI Enforcement Programs (K8-2013-02-00-00)**
 - ***Problem Identification*** – According to state crash data, over the past five years, 2007 to 2011, there has been an average of roughly 5,400 crashes each year involving a driver with a BAC of at least 0.08 or above.

From 2007 to 2011, 11 of Pennsylvania's 67 counties represented over 51 percent of all alcohol-related crashes. PennDOT has 21 enforcement grants in those counties. Approximately 1.5 million dollars will be granted for overtime enforcement in these high-crash counties in FY2013.
 - 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.
 - (CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 7.1; See Appendix A, *pages 71-72*)
- **DUI Courts (K8-2013-03-00-00)**
 - ***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 2012, 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.
 - (CTW, Chapter 1: Sections 3.1, 3.2, 3.3, 3.4; See Appendix A, *page 71*)
- **Institute for Law Enforcement Education (K8-2013-04-00-00 & PT-2013-04-00-00)**

- 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.
- (CTW, Chapter 1: Sections 2.1, 2.2, 2.3; See Appendix A, *page 71*)
- **Pennsylvania DUI Association Technical Services Program (K8-2013-05-00-00)**
 - ***Problem Identification*** – PennDOT is mandated by Chapter 67 and Title 75 to manage the Alcohol Highway Safety Program (AHSP) for the Commonwealth. In 2011, 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 2011, roughly, 162 instructors were certified, and 236 Court Reporting Network (CRN) evaluators were certified statewide.
 - **In CY 2011 PennDOT grant funds reached an estimated 600 police agencies to conduct over-time enforcement focused on impaired driving. These law enforcement agencies conducted over 600 checkpoints and nearly 1,400 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 nearly 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.
 - (CTW, Chapter 1: Sections 3.2, 4.1, 5.1; See Appendix A, *pages 71-72*)

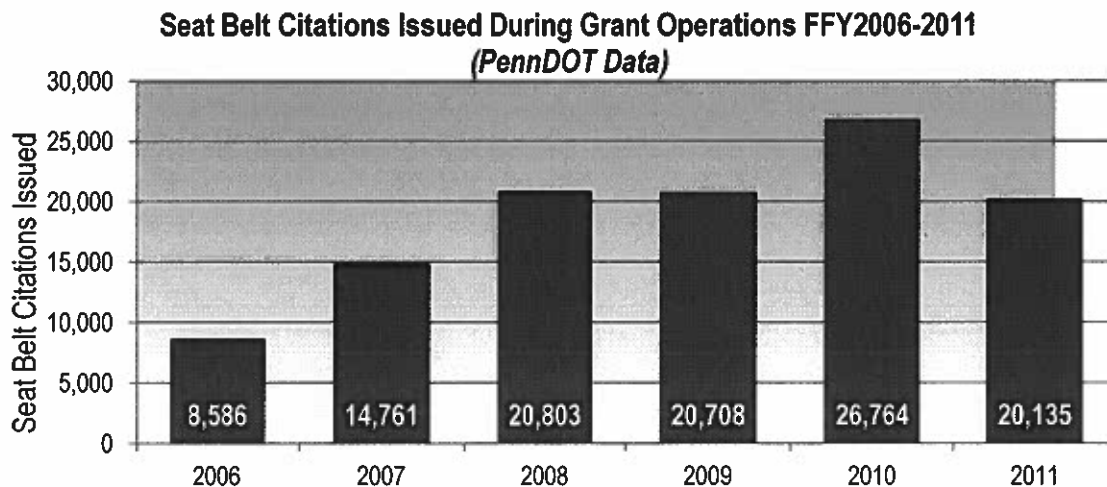
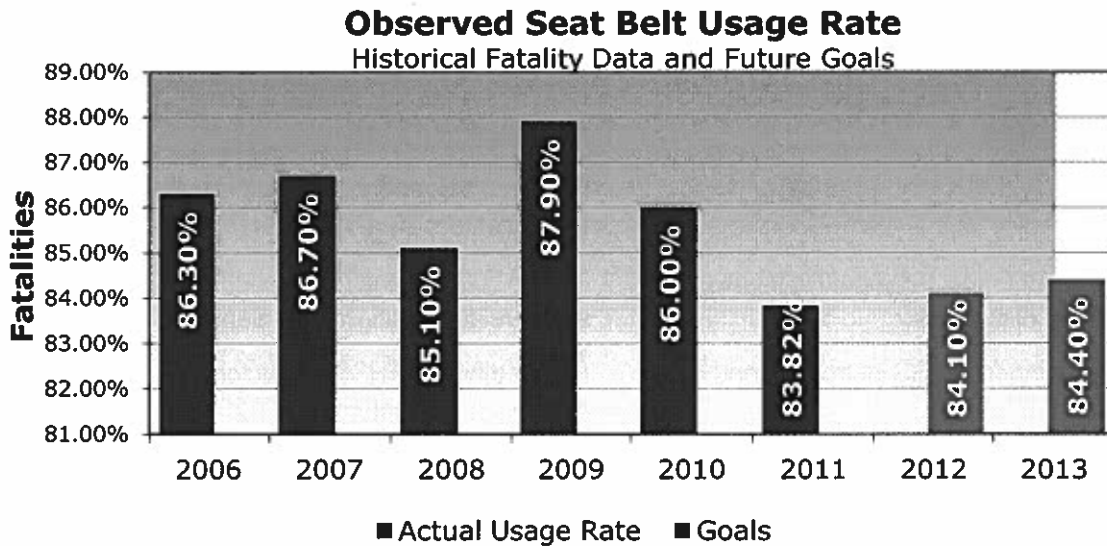
SAFETY MEASUREMENTS	OBJECTIVE
Conduct impaired driving enforcement operations	Conduct 650 sobriety checkpoints, 1,500 roving patrols, and 100 Cops in Shops operations by September 30, 2013.
Conduct police training for drug impaired driving enforcement	Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2013.
Continue to fund the implementation of additional DUI Courts	Fund five DUI Courts through September 30, 2013.
Conduct Standardized Field Sobriety Testing (SFST) training	Perform 40 SFST related trainings by September 30, 2013.
Conduct evidentiary chemical breath test equipment training	Hold 40 breath test related trainings by September 30, 2013.
Conduct sobriety checkpoint training for officers	Perform 25 sobriety checkpoint related trainings by September 30, 2013.
Train law enforcement personnel in highway safety related disciplines	Train 5,000 law enforcement officers in highway safety related disciplines in September 30, 2013.
Conduct training for AHSS instructors and CRN evaluators	(Re)Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2013.

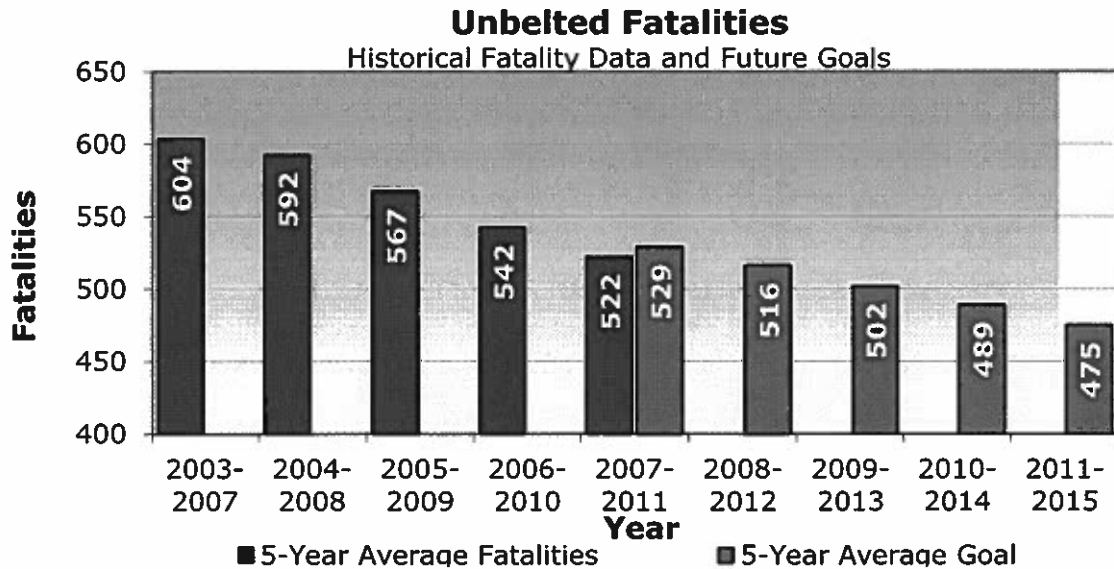
OCCUPANT PROTECTION PROGRAM

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 2011 observed seat belt usage rate statewide was 83.82%. 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



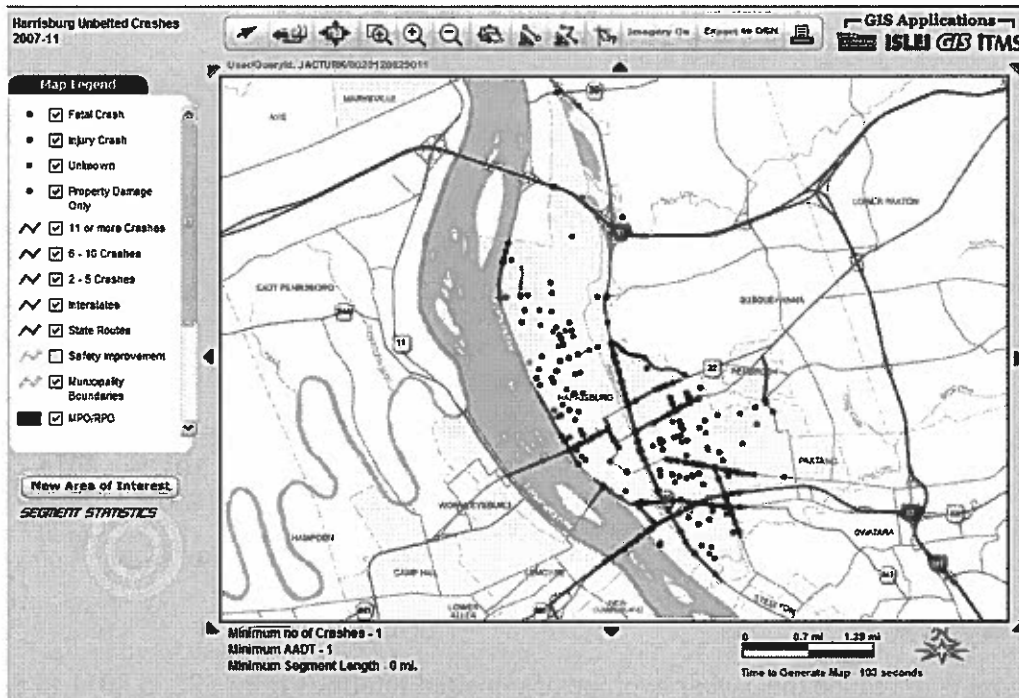


III. STATE GOALS

- Our goal is to reduce the 5-year average of unbelted fatalities from 522 in 2011 to 516 in 2012, and 502 in 2013. This represents the pace at which unbelted related driving fatality reduction would need to remain if overall statewide fatalities were to be cut in half by 2030.
- Our goal is to increase the seat belt usage rate from 83.82% in 2011 to 84.10% in 2012, and 84.40% in 2013.

IV. COUNTERMEASURES

- **Buckle Up PA (K2-2012-02-00-00) and PA State Police (K2-2011-01-00-00)**
 - ***Problem Identification*** – Between 2007 and 2011, there were 80,495 crashes in Pennsylvania where one or more persons were not wearing a seat belt. Thirty-Three 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 Harrisburg 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)** - 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 FFY2013: (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.
- (CTW, Chapter 2: Sections 2.1, 2.2; See Appendix A, *page 72*)
- **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.

- In conjunction with the PennDOT Press Office, BUPA 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. BUPA will also identify prime locations for a targeted paid media buys and provide educational programs to elementary, middle, and high schools.
- (CTW, Chapter 2: Sections 2.1, 2.2; See Appendix A, page 72)
- **PA State Police (PT-2012-01-00-00)**
 - **Problem Identification - In 2011, there were 125,464 total reportable crashes in Pennsylvania. 13,758 children 8 years of age and under were involved in those crashes. The data shows that up to 2,700 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.
 - (CTW, Chapter 2: Sections 9.1, 10.1, 11.1; See Appendix A, pages 73-74)

SAFETY MEASUREMENTS	OBJECTIVE
Participate in Thanksgiving 2012 and Memorial Day 2013 seat belt enforcement mobilizations (PA State Police)	Issue approximately 12k citations during (2) mobilizations for CIOT. All 16 troops of the PA State Police will participate in both mobilizations.
Conduct one "mini-mobilization" in February 2013 that targets specific low-belt use areas or a target demographic (such as teen drivers) (BUPA)	Issue approximately 9,000 citations; conduct at least 200 informational and minicade details combined; and make over 80,000 contacts.
Coordinate participation of "zero-tolerance" local and municipal police departments in Thanksgiving 2012 and Memorial Day 2013 seat belt enforcement mobilizations with at least one week devoted solely to nighttime belt enforcement (BUPA)	Issue over 50,000 total citations. Issue over 5,000 occupant protection citations; and make over 800,000 contacts during both mobilizations. Approximately 600 departments will participate in both mobilizations

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.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2013 Memorial Day Click It or Ticket mobilization using newly re-designed seat belt survey (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 26, 2012.
Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (BUPA)	Final version of Thanksgiving Earned Media Plan to be completed and distributed by October 22, 2012. Final version of Memorial Day Earned Media Plan to be completed and distributed by February 24, 2013.
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 24, 2013.
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 FY2013 and contact over 40k students.
Continue operation and coordination of 107 Child Passenger Safety Fitting Stations statewide (PA State Police & TIPP)	Perform 2,100 car seat checks or more during FFY2013.
Conduct publicized child seat check-up events statewide during 2012 Thanksgiving Mobilization, 2013 CIOT Mobilization, and 2013 Child Passenger Safety Week.	Conduct at least 70 separate check-up events during each mobilization event; inspect at least 500 seats during each mobilization period.

LOCAL ROAD SAFETY EDUCATION

I. OVERVIEW

In 2011, 25% 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. 64% 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. CORE PERFORMANCE MEASURES



III. STATE GOALS

- Our goal is to reduce the 5-year average of local road fatalities from 229 in 2011 to 228 in 2012, and 222 in 2013. This represents the pace at which Local Road fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. COUNTERMEASURES

- **Local Technical Assistance Program (RS-2010-01-00-00)**
 - ***Problem Identification:*** Addresses the problem of 213 local road fatalities in 2011 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.

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.

SAFETY MEASUREMENTS	OBJECTIVE
Complete Local Safe Road Community Programs	Conduct 12 by the end of September 30, 2013.
Complete Walkable Community Programs	Conduct 6 by the end of September 30, 2013.
Provide on-site and additional telephone safety-related technical assists to municipalities.	Complete 75 by the end of September 30, 2013.
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, 2013.
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, 2013.

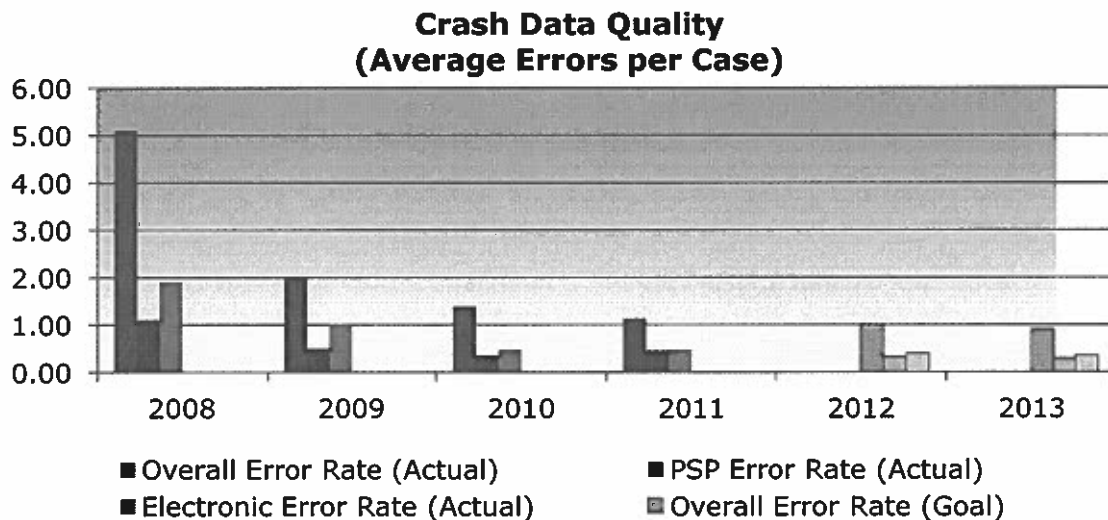
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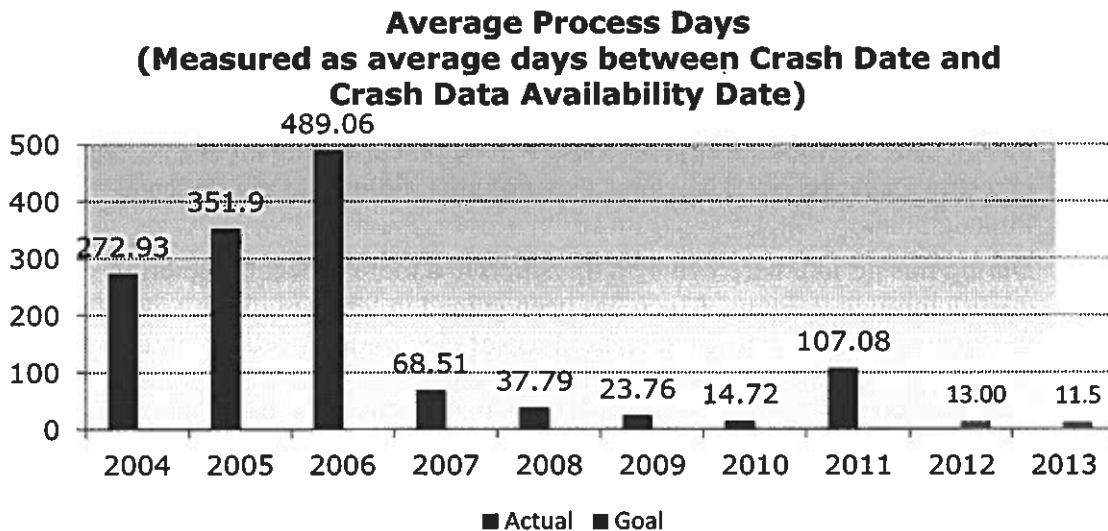
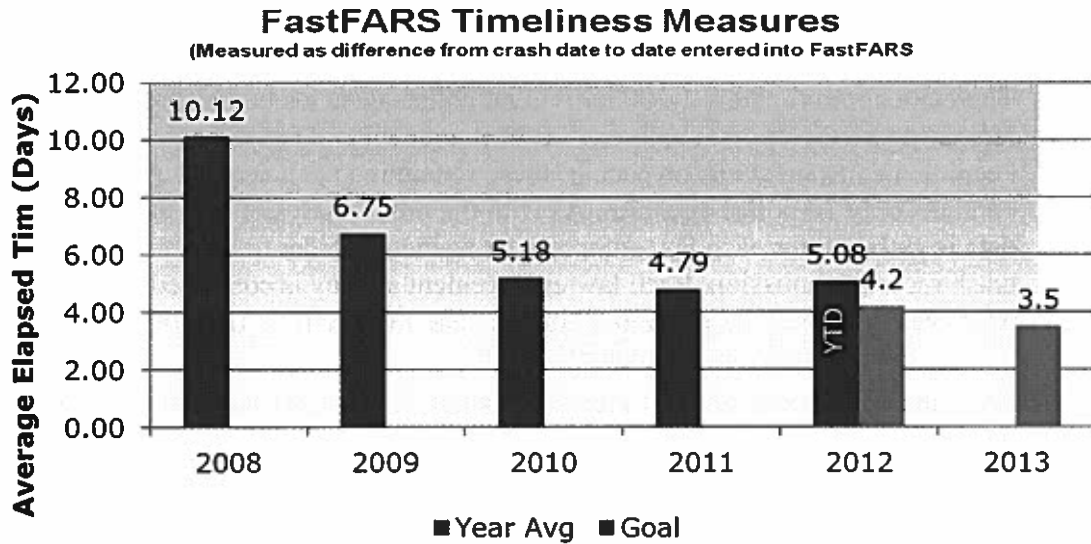
DATA PROGRAMS

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. It meets every quarter to review the status of existing projects and discuss ideas that would eventually lead to new and unique data improvement projects.

II. CORE PERFORMANCE MEASURES





III. STATE GOALS

- Complete all 2012-year crash data by April 2013.

IV. COUNTERMEASURES

- **Crash Records Law Enforcement Liaison Project**
 - In response to PennDOT's need to improve the quality and timeliness of the crash records process the North Central Highway Safety Network (NCHSN) continued its challenging project which began in FY 2008. From October 1, 2009 thru September 30th, 2011 NCHSN assisted the Bureau of Maintenance and Operations, Division of Highway Safety and Traffic Operations (DHSTO) 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. 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 38 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 950 LEA's submitting crash reports during 2012 to date, 912 LEA's submitted 100% electronically or 96%; an additional 22 LEA's or 2.3% submitted crash reports utilizing either the CRS or an approved FTP, as well as paper submissions. Of these 22 LEA's, 15 submitted a large majority of their reports electronically. The remaining 16 LEA's submitted 100% paper and half of those submitted only a single report. Our expectation is that every agency will be 100% electronic by the end of 2012 with the exception of the City of Philadelphia who will not have software installed or officers trained by that time. A focus of the CRLEL network during this phase will be on contacting all agencies that send in a stray paper report. They may also provide training and assistance to Philadelphia.
- During this period there will be a transition to a more concentrated effort on quality through training. Much has been gained in terms of quality over the last few years mostly due to the increased use of electronic reporting. In the new year efforts will be made to look at each police agency and see where common errors are being made. Additionally the LEAs will be supporting the Department's pursuit of an online training tool for police officers in crash reporting.
- **Web Service for Validating Crash Submissions**
 - 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 now in its later stages. It is expected that the service will soon be made available so that these third-party crash reporting software vendors can implement it within their products.
- **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 project is in the early stages of development as the Department is in the process of determining the backend structure and databases required to meet the demands of this website. Early mock-ups have been designed to understand

and simplify a user interface that would be practical for a user with limited data processing knowledge.

- **The following projects are projected to occur for FFY2013, pending TRCC Approval**

- Continuation of the Crash Records Law Enforcement Liaison Project
 - The desire of the new project phase is to achieve an even higher percentage of quality in LEAs crash reporting. It is expected that crash reports contain fewer errors and are more complete, improving the overall quality of Pennsylvania's crash data.
- 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 will attack one segment of user at a time with the understanding of a final goal of serving all user types.
- TraCS Implementation for Local Police
 - 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 currently in the process of finding a mechanism to ensure success.

SAFETY MEASUREMENTS	OBJECTIVE
Electronic Crash Record Submission Rate	100% electronic submission rate.
Decrease in Crash Record Error Rate	Reduce the average crash record error rate to .18 errors per crash or less.
Decrease in Crash Record Missing Values (Completeness)	Reduce the average crash record missing rate to .88 missing values per crash or less.
Decrease in Processing Time	Reduce the average processing time of a crash report to 10.5 days or less.
Decrease in FastFARS Reporting Time	Reduce the processing time of a FastFARS report to 3 days or less.

COMMUNITY TRAFFIC SAFETY PROJECTS

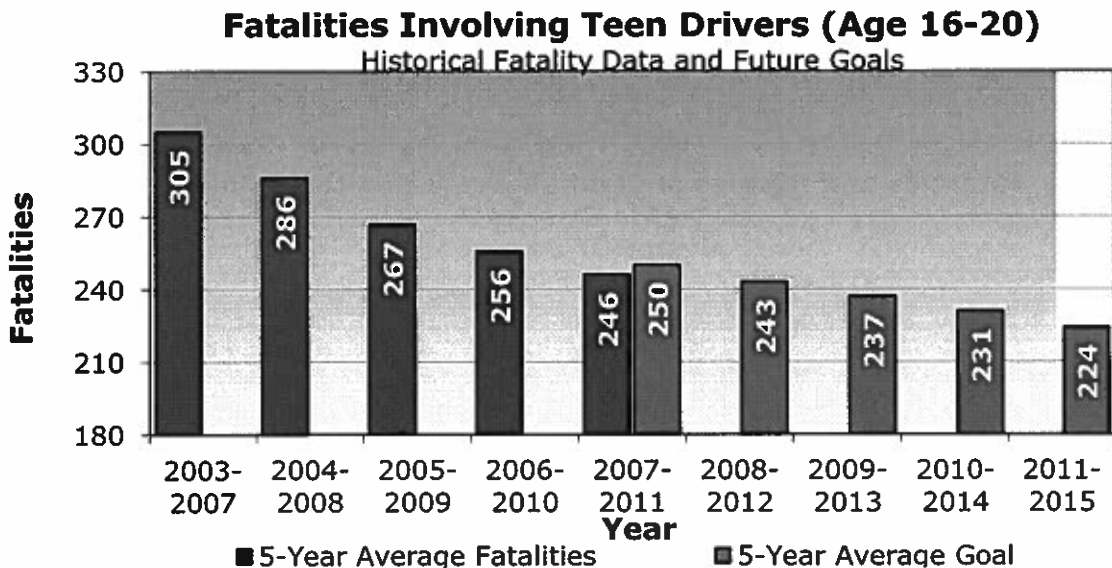
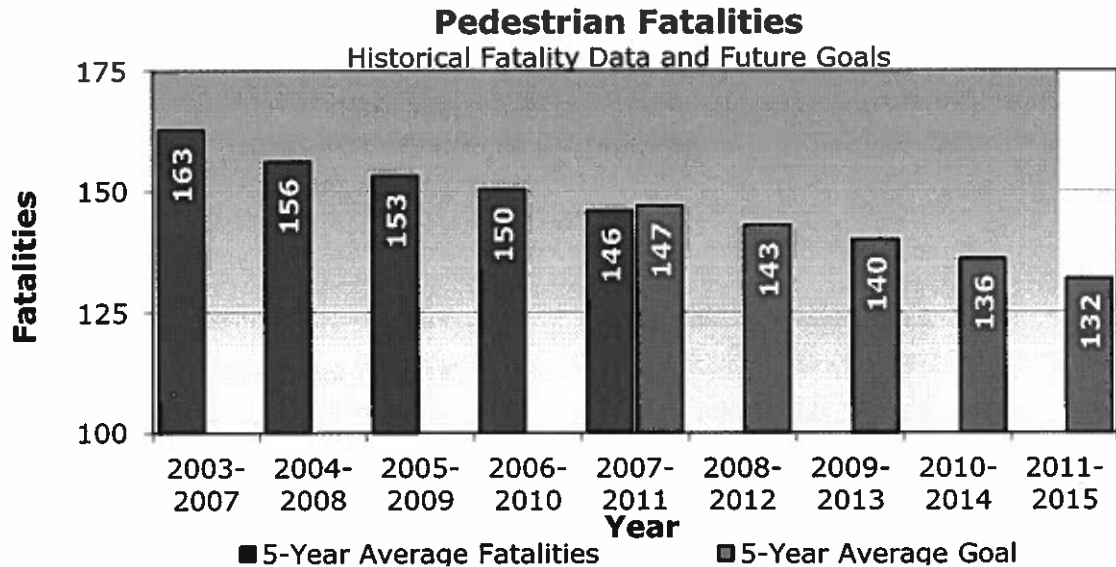
I. OVERVIEW

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 16 CTSPs for its Specific, Accountable, Flexible, Efficient (S.A.F.E.) §402 grants, which provide coverage to all 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 2011, 1,286 persons died on Pennsylvania roadways, including 206 drivers and passengers aged 20 years or less and 149 pedestrians of all ages who were killed in motor vehicle crashes. Also in 2011, approximately 274 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 2011, there were 125,395 reportable crashes in Pennsylvania. Children 8 years of age and under were involved in 13,758 of those crashes. To address the widespread misuse and non-use of proper restraint system for children 8 years and under, we have implemented an effective child passenger safety program 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 140 child passenger fitting stations, over 101 loan programs for families in need, a toll-free informational hotline (1-800-CAR-BELT), and an Amish CPS program.

II. CORE PERFORMANCE MEASURES

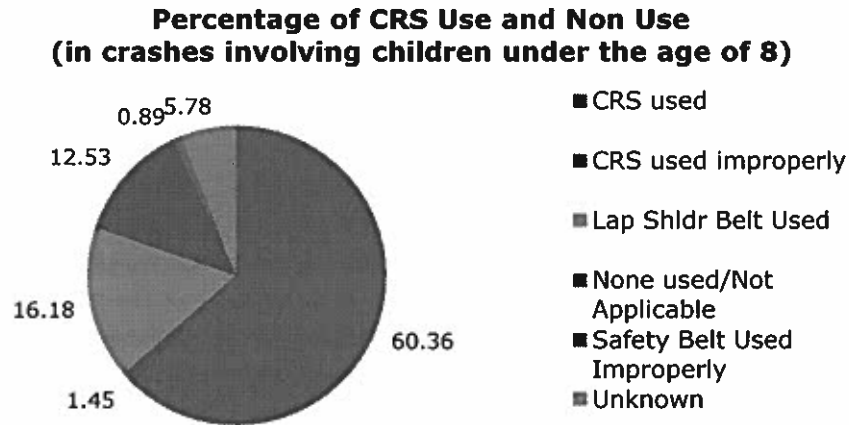


III. STATE GOALS

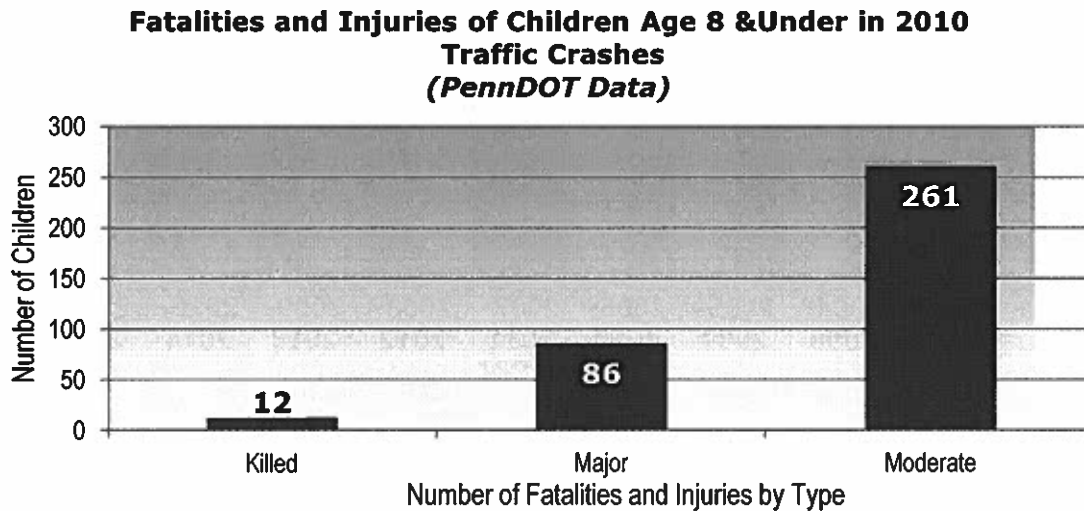
- Our goal is to reduce the 5-year average of pedestrian fatalities from 146 in 2011 to 143 in 2012, and 140 in 2013. This represents the pace at which Pedestrian fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.
- Our goal is to reduce the 5-year average of teen driver related fatalities from 246 in 2011 to 243 in 2012, and 237 in 2013. This represents the pace at which Teen Driver related fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. PROBLEM IDENTIFICATION OVERVIEW

Overview: Addressing Use and Misuse of Child Restraints in Children 8 and Under.



Overview: Addressing Major and Minor Injury Crashes in Children Aged 8 and Under



From the chart above, note that 359 children were either killed or suffered a major or moderate injury as a result of a motor vehicle crash. Our PA TIPP project aids the public in proper restraint use to prevent injury as a whole.

V. COUNTERMEASURES

- **PA S.A.F.E Grants (CP-2012-01-00-00)**
 - **Problem ID: This grant program addresses the 380 fatalities in 2011 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.
 - (CTW, Chapter 1: Sections 6.3, 6.4, 7.3; See Appendix A, *page 72*)
 - (CTW, Chapter 2: Sections 3.1, 3.2, 4.2, 6.1, 7.1, 10.1, 10.2, 11.1, 11.2; See Appendix A, *page 72-74*)
 - (CTW, Chapter 4: Sections 2.1, 2.2; See Appendix A, *page 74*)
 - (CTW, Chapter 5: Section 4.1; See Appendix A, *page 75*)
 - (CTW, Chapter 6: Sections 2.1, 2.2; See Appendix A, *page 75*)
 - (CTW, Chapter 7: Sections 1.2, 3.1; See Appendix A, *page 75-76*)
 - (CTW, Chapter 8: Sections 2.1, 2.4, 4.5; See Appendix A, *page 76*)
- **PA Traffic Injury Prevention Project (CP-2012-02-00-00)**
 - **Problem ID: The Traffic Injury Prevention Project addresses the 189 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 10.98% of the total reportable crashes in 2011**
 - 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.

- PA TIPP addresses the approximate 40% misuse or non-use of child restraints, in crashes involving a child under the age of 8 by providing appropriate information and education to parents across the state, in fitting stations, pediatric offices and hospitals. It also provides training instructors and technicians.
- (CTW, Chapter 2: Sections 3.1, 3.2, 4.2, 6.1, 7.1, 10.2, 11.1, 11.2; See Appendix A, *page 72-74*)
- (CTW, Chapter 8: Sections 2.1, 2.4; See Appendix A, *page 76*)
- **Public Information and Education (CP-2012-03-00-00)**
 - **Problem ID: This grant program aids in addressing the 380 fatalities that occurred in 2011, that were classified as either pedestrian or involved a younger driver by providing public education materials and information to the public.**
 - BHSTE 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)**
 - BHSTE 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.

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 29, 2013.
Contacts with the general public	Increase the amount of contacts with the general public from the total reached in 2012 by 2%.
Contacts with local and municipal law enforcement agencies	Increase the amount of law enforcement contacts from the total reached in 2012 by 2%.
Contacts with Magisterial District Judges	Increase the amount of MDJ contacts from the total reached in 2012 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 2012 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, 2013.
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 2012.
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).

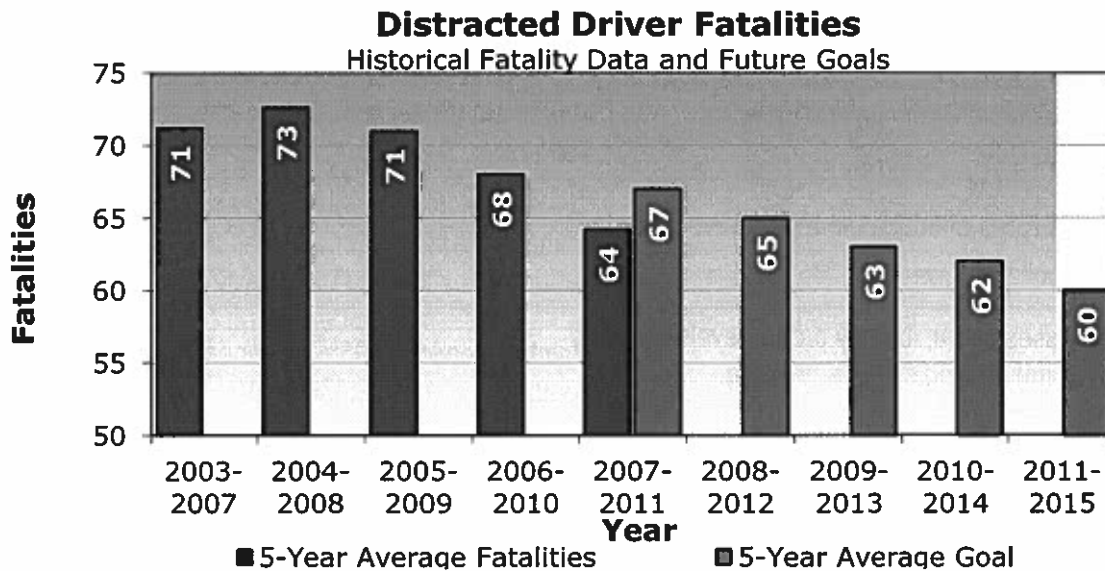
DISTRACTED DRIVING

I. OVERVIEW

On March 8, 2012 an anti-texting law went into effect in Pennsylvania. The new law makes it illegal to text message, instant message, email or use any other written communication composed or received on an Interactive Wireless Communication Device (IWCD). Upon conviction, a \$50 fine is issued. According to Distraction.gov, in the month of June 2011, more than 196 billion text messages were sent or received in the US. This number is up nearly 50% from June 2009. Drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves. The new law is a good first step in trying to combat distracted driving. Pennsylvania currently has no universal cell phone ban.

Besides texting and cell phone usage, many other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/MP3/ CD player also act as distractions.

II. CORE PERFORMANCE MEASURES



III. STATE GOALS

- Our goal is to reduce the 5-year average of distracted driving fatalities to 65 in 2012, and 63 in 2013. This represents the pace at which distracted driving fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. COUNTERMEASURES

- ***Problem Identification:*** State crash data shows a 3.2% increase in distracted driving crashes and a 2% increase in drowsy driving crashes from 2010 to 2011. Crashes in these focus areas often go unreported since the evidence of the crash causation factor may not be immediately apparent to the investigating officer. It's unknown what percentage of the crash picture distracted and drowsy related crashes truly make up but it's safe to say the problem is a lot greater than the crash picture will show. Sending or receiving a text takes a driver's eyes from the road for an average of 4.6 seconds, the equivalent of driving the length of an entire football field (at 55 mph), blind. Other types of distraction/drowsy actions remove the driver's eyes from the road for a similar length of time. Over the past five years there has been an average of 83 fatalities per year. With a little extra public awareness of the issue we can help to eliminate these preventable and unnecessary fatalities.
 - PennDOT will use state funds to conduct a media campaign on distracted driving. The campaign will feature radio advertisements, gas station/convenience store advertising, and billboards. Teen drivers will be the primary demographic. The advertising will run state wide during the month of April with more focus in higher crash counties
 - Every Aggressive Driving Enforcement and Education campaign has a theme for the earned media behind the wave. Different themes are chosen during different times of the year based on the possibility of stronger media coverage. In FY 2012, we designated one wave to have a distracted driving theme and we plan to do the same thing in FY 2013. The officers doing the enforcement will be out looking for aggressive drivers but will eventually run into many distracted drivers as well. A distracted driver unknowingly commits aggressive driving actions when their eyes are off the road or their attention is elsewhere.
 - School educational events are traced through our network of Community Traffic Safety Grants. The programs usually focus on all aspects of driver safety. Recently cell phones and distracted driving have become more of a focal point of the presentations. The Community Traffic Safety Programs will also coordinate with driver education programs to ensure they have a proper distracted driving component of their curriculum.
 - The Community Traffic Safety Programs will coordinate distracted driving brochures, handouts, and other methods of public outreach to employers and community organizations. The coordinators will be encouraged to do something for Distracted Driving during every quarter of the year including "Drive Safely Work Week" in October.
 - (CTW, Chapter 4: Section 2.2; See Appendix A, *page 74*)

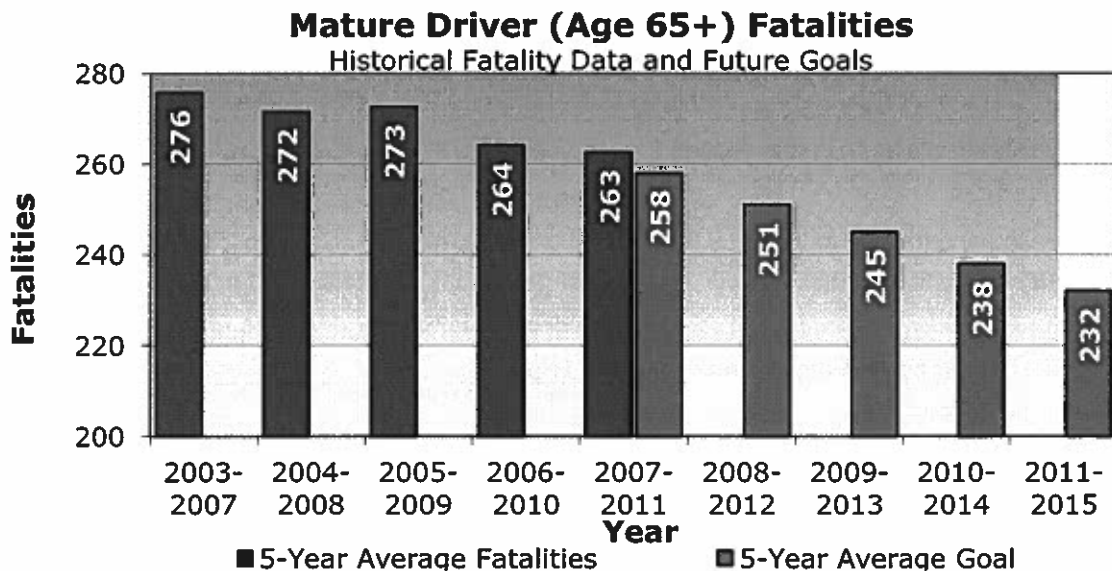
SAFETY MEASUREMENTS	OBJECTIVE
Conduct a media campaign around distracted driving.	Conduct campaign during National Distracted Driving Awareness month in April.
Conduct an earned media campaign through the Aggressive Driving Enforcement and Education Program. Distracted drivers unknowingly exhibit many of the same driving tendencies as aggressive drivers.	Conduction one distracted driving earned media campaign. Use resources available on Distraction.gov
Reach out to teen drivers through school programs and drivers education classes about the dangers of distracted and drowsy driving.	Conduct 500 "Survival 101" presentations and 500 "Every 16 Minute" presentations. Communicate with all drivers' education instructors.
Work with employers and community groups to distribute distracted driving information.	Have all Community Traffic Safety Projects conduct at least one distracted driving activity per quarter and participate in "Drive Safety Work Week"

MATURE DRIVER SAFETY

I. OVERVIEW

Pennsylvania has nearly 1.6 million licensed drivers aged 65 and older who make up 18% of our driving population. Older citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center statistics indicate that the number of residents 65 and older will increase 21% by 2020. Pennsylvania is a State that has vast differences of community, infrastructure, population, and resources, but one holds consistent, the personal vehicle. Mature driver fatalities in automotive crashes totaled 244 in 2011, accounting for, approximately, 19% of all traffic fatalities in PA. We will have to work with our growing population of older drivers and our partners to see that mature driver's safety improves through all the changes life poses.

II. CORE PERFORMANCE MEASURES



III. STATE GOALS

- Our goal is to reduce the 5-year average of mature driver related fatalities from 263 in 2011 to 251 in 2012, and 245 in 2013. This represents the pace at which mature driver fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. 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.

- Community Traffic Safety Projects will offer support to local communities through facilitating CarFit checks, mature driver education classes, educational outreach materials, and enforcement training opportunities. The CTSP's and PennDOT's HSO will coordinate regional safety task forces with various local partners.

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 20 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 15 mature driver education classes.
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)	Hold 6 Classes throughout Pennsylvania.
Conduct training for engineers in road design for mature driver issues	Hold 1 trainings for PennDOT engineers.
Promote the Yellow DOT program Statewide	Conduct a statewide Press Release about the program and establish a distribution network for all qualified recipients.

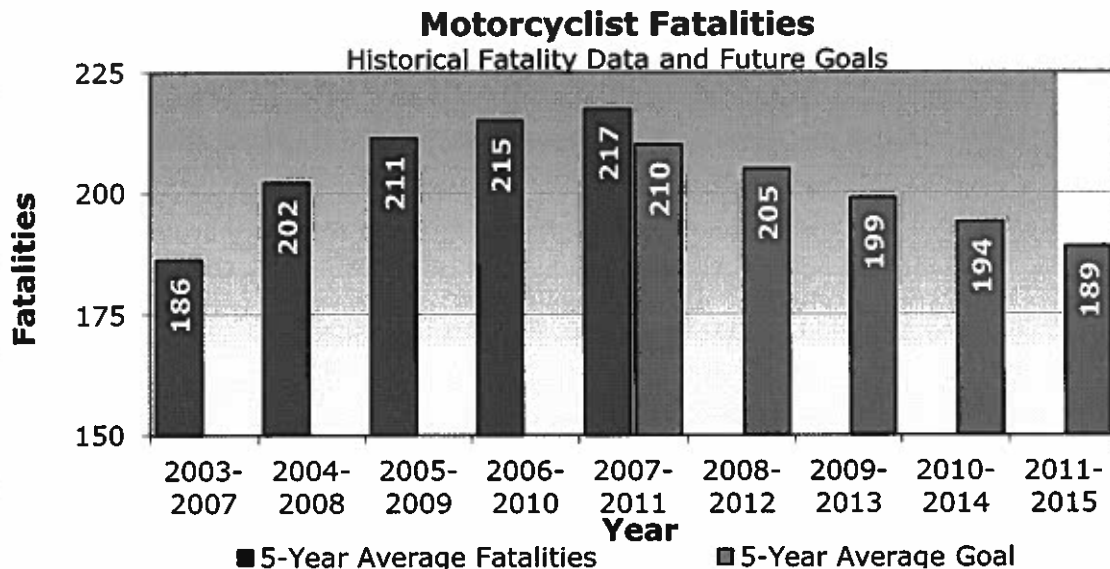
MOTORCYCLE SAFETY

I. OVERVIEW

State motorcycle crashes data shows a 10.8% decrease in 2011 from the 2010 crash number. In 2011, there was a 1.4% (1.2% from '09-'10) increase in motorcycle registrations, and a 1% (1.2% from '09-'10) increase in motorcycle licenses from 2010. PennDOT is hoping the 2012 motorcycle fatality number will show another reduction despite the fact that registrations and licenses continue to go up.

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

- Our goal is to reduce the 5-year average of motorcycle fatalities from 217 in 2011 to 205 in 2012, and 199 in 2013. This represents the pace at which motorcycle fatalities would need to remain if overall statewide fatalities were to be cut in half by 2030.

IV. COUNTERMEASURES

- **Motorcycle Safety (K6-2013-01-00-00)**
 - ***Problem Identification-Share the Road Program:*** Over the past four 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.
 - Although it will not require the use of Section 2010 funds, PennDOT's Highway Safety Grantees will coordinate the dispersal of at least 5,000 "Watch for Motorcycle" bumper stickers in 2013. These stickers have become very popular across the state and remain in high demand.
 - "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. Section 2010 funds will not be used for this initiative.
 - Purchase paid media in the form of radio advertising, gas pump topper signs, and billboards for the "Share the Road" message. The radio messages will be statewide, but the gas pump toppers and billboards will be placed in high motorcycle crash counties. Section 2010 funds will be used for this initiative.
 - (CTW, Chapter 5: Section 4.2; See Appendix A, *page 75*)
 - ***Problem Identification-Rider Course 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. In 2011, the number of students trained through the PA Motorcycle Safety Course reduced for the fourth 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 course in 2011, there were ten fewer motorcycle crashes where the operator did not have a motorcycle license from 2010 to 2011.

- Use Section 2010 funds to help develop an Advanced Rider Training Course (ARC). The course is modeled after a military training course and is designed for experienced riders who wish to enhance their safety skills through attitude and awareness. Offering this course will help enhance the safety of riders who likely already believe they know full well how to operate a motorcycle or who may have taken a basic rider course and is now looking to sharpen his/her motorcycle skills.
- Promote LiveFreeRideAlive.com, Pennsylvania's 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. No Section 2010 funds will be used.
- Develop media to promote the four motorcycle training courses. Some of the options for media include, website advertising, radio, billboards, pamphlets, posters, and business cards. Section 2010 funds will be used for this initiative.
- (CTW, Chapter 5: Section 3.2; See Appendix A, *page 75*)
- ***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. He will provide handouts which include the motorcycle DUI tip cards. The tip cards contain clues for which law enforcement can follow when observing a potentially impaired motorcyclist. The cards also contain common motorcycle vehicle code violations that would necessitate making a contact. Section 2010 funds will not be used for this initiative.
 - (CTW, Chapter 5: Section 2.1; See Appendix A, *page 75*)

SAFETY MEASUREMENTS	OBJECTIVE
Coordinate the dispersal of "Watch for Motorcycle" bumper stickers	Distribute 5,000 stickers in FY 2013.
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 1 paid media campaign during riding season
Set up and staff Live Free Ride Alive promotional kiosks at large motorcycle rallies statewide	Attend 3 motorcycle rallies in FY 2013.
Develop a campaign to promote the training courses offered by the Motorcycle Safety Program.	Increase the number of students enrolled in each of the four offered training courses (Basic Rider Course, Basic Rider Course II, Three-Wheeled Rider Course, and Advanced Rider Course) by 10%.
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-2013-01-00-00)**
 - 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.

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, 2012 for FFY2013 beginning October 1, 2012.
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, 2013.
Prepare Annual Report Submission to NHTSA	Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2012.
Prepare Section 402 Application	Prepare Application for funding to NHTSA and submit no later than September 1, 2013.
Prepare Section 405 Application	Prepare Application for funding to NHTSA and submit no later than February 15, 2013.
Prepare Section 408 Application	Prepare Application for funding to NHTSA and submit no later than June 15, 2013.
Prepare Section 2011 Application	Prepare Application for funding to NHTSA and submit no later than July 1, 2013.
Prepare Section 410 Application	Prepare Application for funding to NHTSA and submit no later than August 1, 2013.
Prepare Section 2010 Application	Prepare Application for funding to NHTSA and submit no later than August 1, 2013.
If eligible and meet criteria, prepare Section 2011 Application	Prepare Application for funding to NHTSA and submit no later than July 1, 2013.

APPENDIX A: COUNTERMEASURES THAT WORK (CTW)

I. OVERVIEW

The following consists of a compilation of tables that were referenced from *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*; Sixth Edition, 2011, published by the National Highway & Traffic Safety Administration (NHTSA).

II. CHAPTER 1: ALCOHOL-IMPAIRED AND DRUGGED DRIVING

Section 2: Deterrence: Enforcement				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Sobriety checkpoints	★★★★★	Medium	High	Short
2.2: Saturation patrols	★★★★	High	Medium	Short
2.3: Preliminary Breath Test devices (PBTs) [†]	★★★★	High	Medium	Short

†: Proven for increasing arrests.

††: Proven for detecting impaired drivers.

Section 3: Deterrence—Prosecution and Adjudication				
Countermeasure	Effectiveness	Use	Cost	Time
3.1: DWI courts [†]	★★★★	Low	High	Medium
3.2: Limits on diversion and plea agreements ^{††}	★★★★	Medium	Low	Short
3.3: Court monitoring ^{††}	★★★	Low	Low	Short
3.4: Sanctions	★★	Varies	Varies	Varies

†: Proven for increasing arrests.

††: Proven for detecting impaired drivers.

Section 4: DWI Offender Treatment, Monitoring, and Control				
Countermeasure	Effectiveness	Use	Cost	Time
4.1: Alcohol problem assessment, treatment	★★★★★	High	Varies	Varies
4.2: Alcohol interlocks [†]	★★★★★	Medium	Medium	Medium

†: Proven for reducing recidivism.

Section 5: Prevention, Intervention, Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
5.1: Alcohol screening and brief intervention	★★★★	Medium	Medium	Short

Section 6: Underage Drinking and Alcohol-Impaired Driving				
Countermeasure	Effectiveness	Use	Cost	Time
6.3: Youth programs	★★	High	Varies	Medium
6.4: School-education programs	★	Unknown	Low	Long

Section 7: Drugged Driving				
Countermeasure	Effectiveness	Use	Cost	Time
7.1: Enforcement of drugged driving	★★★	Unknown	Medium	Short
7.3: Education regarding medication	★	Unknown	Unknown	Long

III. CHAPTER 2: SEAT BELT USE AND CHILD RESTRAINTS

Countermeasures Targeting Adults Section 2: Seat Belt Law Enforcement				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Short high-visibility belt law enforcement	★★★★★	Medium†	High	Medium
2.2: Combined enforcement, nighttime	★★★★	Unknown	High	Medium

†: Used in many jurisdictions but often only once or twice each year.

Countermeasures Targeting Adults Section 3: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
3.1: Supporting enforcement	★★★★★	Medium	Varies	Medium
3.2: Strategies for low-belt-use groups	★★★★†	Unknown	Unknown	Medium

†: ★★ For stand-alone programs not supporting enforcement.

Countermeasures Targeting Adults Section 4: Other Strategies				
Countermeasure	Effectiveness	Use	Cost	Time
4.2: Employer programs	★★★★★†	Unknown	Varies	Varies

†: ★ ★ In low-belt-use settings with no belt use law.

Countermeasures Targeting Pre-teens and Teenage Occupants Section 6: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
6.1: Strategies for older children	★★★	Unknown	Varies	Medium

Countermeasures Targeting Pre-teens and Teenage Occupants Section 7: Other Strategies				
Countermeasure	Effectiveness	Use	Cost	Time
7.1: School programs	★★★	Unknown	Varies	Varies

Countermeasures Targeting Infants and Children in Child Restraints and Booster Seats Section 9: Child Restraint/Booster Seat Law Enforcement				
Countermeasure	Effectiveness	Use	Cost	Time
9.1: Short high-visibility CR law enforcement	★★★★★	Medium†	High	Medium

†: Used in many jurisdictions but often only once or twice each year.

Countermeasures Targeting Infants and Children in Child Restraints and Booster Seats Section 10: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
10.1: CR distribution programs	★★★★★	Medium	Varies	Medium
10.2: Inspection stations	★★†	Unknown	Varies	Medium

†: ★ ★ For stand-alone programs not supporting enforcement.

Countermeasures Targeting Infants and Children in Child Restraints and Booster Seats				
Section 11: Other Strategies				
Countermeasure	Effectiveness	Use	Cost	Time
11.1: CR distribution programs	★ ★	High	Medium	Short
11.2: Inspection stations	★ ★	High	Medium	Short

IV. CHAPTER 3: AGGRESSIVE DRIVING AND SPEEDING

Section 2: Enforcement				
Countermeasure	Effectiveness	Use	Cost	Time
2.2: High-visibility enforcement	★ ★	Low†	High	Medium
2.3: Other enforcement methods	★ ★	Unknown	Varies	Varies

†: For aggressive driving, but use of short-term, high-visibility enforcement campaigns for speeding is more widespread.

Section 4: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
4.1: Public information supporting enforcement	★ ★ ★	Medium	Varies	Medium

V. CHAPTER 4: DISTRACTED AND DROWSY DRIVING

Section 1: Laws and Enforcement				
Countermeasure	Effectiveness	Use	Cost	Time
1.3: Other enforcement methods	★	High†	Varies	Short

†: Included under reckless driving; use of explicit drowsiness and distraction laws is low.

Section 2: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Drowsy driving	★	Unknown	Medium	Medium
2.2: Distracted Driving	★	High	Medium	Medium

VI. CHAPTER 5: MOTORCYCLE SAFETY

Section 2: Alcohol Impairment				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Alcohol impairment: detection, enforcement, and sanctions	★ ★ ★	Unknown	Varies	Varies

Section 3: Motorcycle Rider Licensing and Training				
Countermeasure	Effectiveness	Use	Cost	Time
3.2: Motorcycle rider training	★	High	Medium	Varies

Section 4: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
4.1: Conspicuity and protective clothing	★	High	Varies	Medium
4.2: Other driver awareness of motorcyclists	★	High	Varies	Medium

VII. CHAPTER 6: YOUNG DRIVERS

Section 2: Driver Education				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Pre-licensure driver education	★	Medium	High	Long
2.2: Post-licensure driver education	★	Low	High	Long

VIII. CHAPTER 7: OLDER DRIVERS

Section 1: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
1.2: General communications and education	★ ★	Unknown	Low	Short

Section 3: Communications and Outreach				
Countermeasure	Effectiveness	Use	Cost	Time
3.1: Law enforcement roles	★ ★ ★	Medium	Varies	Varies

VIII. CHAPTER 8: PEDESTRIANS

Section 2: School-aged Children				
Countermeasure	Effectiveness	Use	Cost	Time
2.1: Elementary-age child pedestrian training	★ ★ ★	Unknown	Low	Short
2.4: Child school bus training	★ ★	High	Low	Short

Section 4: All Pedestrians				
Countermeasure	Effectiveness	Use	Cost	Time
4.5: Driver training	★	Low	Low	Medium

IX. EFFECTIVENESS

Effectiveness is measured by reductions in crashes or injuries unless noted otherwise. See individual countermeasure descriptions for information on effectiveness size and how effectiveness is measured.

Effectiveness	
★ ★ ★ ★ ★	Demonstrated to be effective by several high-quality evaluations with consistent results.
★ ★ ★ ★	Demonstrated to be effective in certain situations.
★ ★ ★	Likely to be effective based on balance of evidence from high-quality evaluations or other sources.
★ ★	Effectiveness still undetermined; different methods of implementing this countermeasure produce different results.
★	Limited or no high-quality evaluation evidence.

X. USE

Use	
High	More than two-thirds of the States, or a substantial majority of communities.
Medium	Between one-third and two-thirds of States or communities.
Low	Fewer than one-third of States or communities.
Unknown	Data not available.

XI. COST TO IMPLEMENT

These estimates do not include the costs of enacting legislation or establishing policies.

Cost to Implement	
High	Requires extensive new facilities, staff, or equipment, or makes heavy demands on current resources.
Medium	Requires some additional staff time, equipment, and/or facilities.
Low	Can be implemented with current staff, perhaps with training; limited costs for equipment or facilities.

XII. TIME TO IMPLEMENT

These estimates do not include the time required to enact legislation or establish policies.

Time to Implement	
Long	More than one year.
Medium	More than three months but less than one year.
Short	Three months or less.

CERTIFICATIONS AND ASSURANCES



PennDOT

Personnel
Information
Memorandum

Number: X-03-048

Issue Date:

April 25, 2003

Effective Date:

Immediately

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.

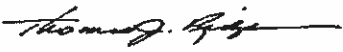
If you have a problem with alcohol or drugs, you can receive a free and confidential evaluation by calling the State Employee Assistance Program at 1-800-692-7459.

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

WHEREAS, illegal or inappropriate use of alcohol and other controlled substances by Commonwealth employees 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 employees 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.

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) 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 Christen

Governor's Representative for Highway Safety

Pennsylvania

State or Commonwealth

2012

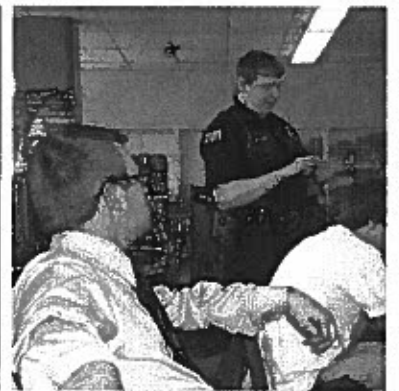
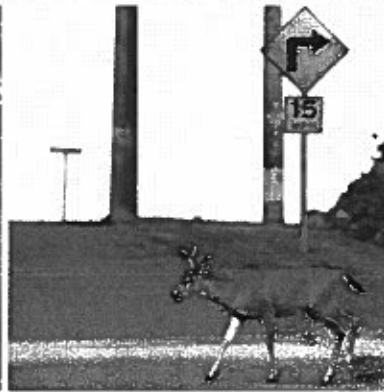
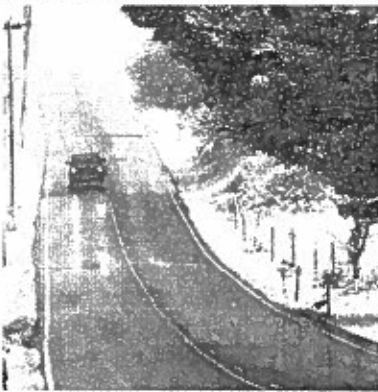
For Fiscal Year

8/6/12

Date



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DEPARTMENT OF TRANSPORTATION



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, New York,
Pennsylvania,
Puerto Rico,
U.S. Virgin Islands

222 Mamaroneck Avenue, Suite 204
White Plains, New York 10605-1388
Phone: 914-682-6162
Fax: 914-682-6239

September 25, 2012

The Honorable Thomas W. Corbett
Governor of Pennsylvania
225 Main Capitol Bldg.
Harrisburg, Pennsylvania 17120-0076

Dear Governor Corbett:

We have reviewed Pennsylvania's Fiscal Year 2013 Performance Plan, Highway Safety Strategic Plan, Certifications and Assurances Statement, and Program Cost Summary (HS Form 217), as submitted on August 27, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from the prior year Highway Safety program (carry forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Specific details relating to the implementation of the plan will be provided to your representative for highway safety, Scott Christie, Deputy Secretary for Highway Administration for the Pennsylvania Department of Transportation (PennDOT).

We look forward to working with PennDOT and its partners on the successful implementation of this plan.

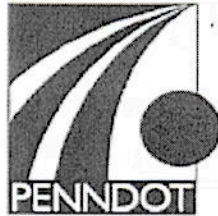
Sincerely,

Thomas M. Louizou
Regional Administrator



**bcc: Barry J. Schoch, P.E. Secretary, PennDOT
R. Scott Christie, P.E., Governor's Highway Safety Representative
Stephen Grimme, Chief Highway Safety & Traffic Operations Division, PennDOT
Girish Modi, Chief, Safety Management Division, PennDOT
Bethany Renee R. Sigel, Division Administrator, FHWA
Tim Cotter, State Director, FMCSA
Maggie Gunnels, Associate Administrator, NHTSA, ROPD**

CERTIFICATIONS AND ASSURANCES



PennDOT

Personnel
Information
Memorandum

Number: X-03-048

Issue Date:

April 25, 2003

Effective Date:

Immediately

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.

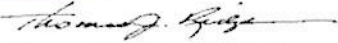
If you have a problem with alcohol or drugs, you can receive a free and confidential evaluation by calling the State Employee Assistance Program at 1-800-692-7459.

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		Number
Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace		1996-13
Date	Distribution	By Direction Of
December 20, 1996	B	 Thomas J. Ridge, Governor

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.

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 (as amended by Pub. L. 112-141)

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 and high-visibility 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

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(j)).

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (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 OMB guidance.

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:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.

3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. 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 --
 1. Abide by the terms of the statement.
 2. 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) (2) 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) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.

2. 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 Christen

Governor's Representative for Highway Safety

Pennsylvania

State or Commonwealth

2013

For Fiscal Year

9/13/2012

Date

