



Pennsylvania Highway Safety Plan FFY 2014



Vision

Pennsylvania works continuously toward zero deaths and injuries on our roads.

Mission

Improve highway safety by developing and implementing education, enforcement, engineering and emergency medical service strategies.

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).

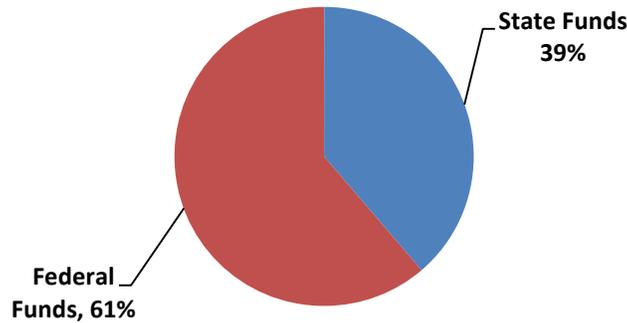
The Safety Management Section of the DHSTO is the Highway Safety Office (HSO). This supports the Pennsylvania Bulletin, Vol. 22, No. 41, October 10, 1992, approving the reorganization of the Department of Transportation, effective September 25, 1992. This reorganization changed the Deputate over the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

Executive Summary

The FY2014 Highway Safety Plan proposes about \$40.5 million in investment to implement all of the programs. This includes about \$14.7 million in state funds and \$23.3 million in federal funds.

2014 HSP Investment

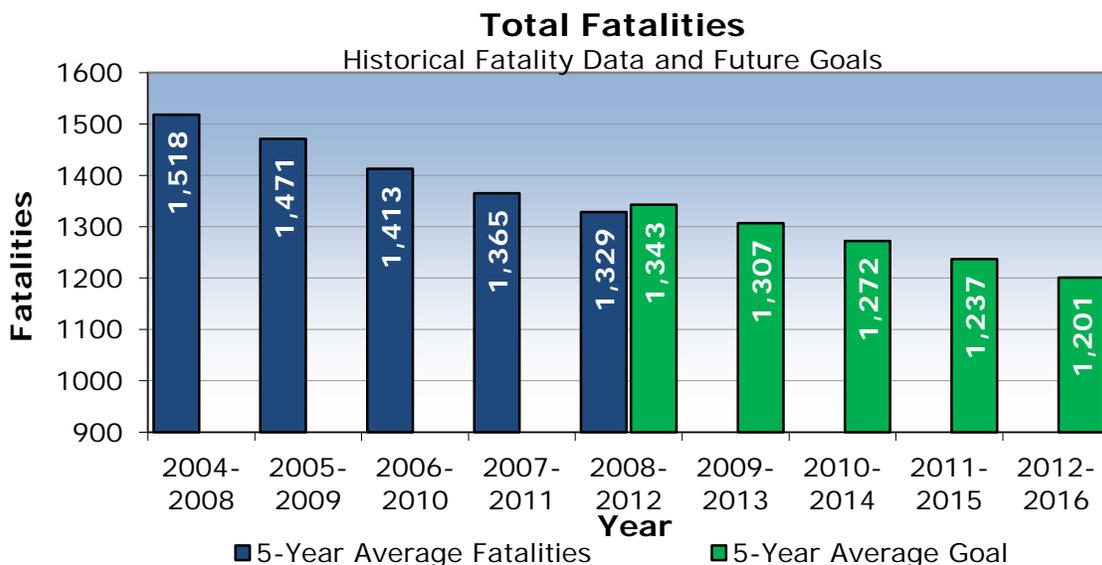


Major changes since the 2012 plan

Pennsylvania's 2013 Highway Safety Plan reflects the changes made to the program by the MAP-21 Surface Transportation Act. Sections of this plan new to the PA HSP required by MAP-21 are the listing of the state projects (Appendix B), the expanded data review section (p. 2), and the performance report (p. 53).

Overview of Targets and Rational

Pennsylvania's long range highway safety goal and priorities are set in the Strategic Highway Safety Plan (SHSP). According to that plan, the goal is to reduce the five-year average of total fatalities and total major injuries by 50% between 2010 and 2030. The baseline 2006-2010 average was 1,413 fatalities. The annual goals set by the SHSP represent the pace on which fatality reduction would have to remain to reach the long term goal.





Following from this overall goal, fatalities and injuries in each safety focus area should be reduced by the same amount. Meeting each year's goal for the crash types will, in the aggregate, cause the overall statewide goal to be met. By monitoring the yearly progress for each crash type the statewide program can be adjusted to reflect which safety focus areas are meeting goals and which need more attention.

Unique to Pennsylvania

Pennsylvania is the 6th most populous state. Communities vary from large metropolitan areas of Philadelphia in the east (4 million people) and Pittsburgh in the west (3 million people), smaller cities and suburbs in metropolitan areas ranging from Williamsport (120,000 people) to Allentown-Bethlehem-Easton (790,000), and rural counties of small towns, farmland, and forest. To cover the large and diverse population, the state is divided into six highway safety regions in which the PennDOT district offices and the local highway safety partners, such as law enforcement liaisons, community traffic safety project grantees, the Traffic Injury Prevention Project staff, and local and state police plus local officials, business, and the public cooperate and coordinate their efforts to localize the highway safety program to fit the problems specific to their communities. The project in each region are overseen by a highway safety office staff person, who monitors the grant funds, program activities in the region, facilitates regional meetings, and serves in general as liaison between the state government in Harrisburg and the local highway safety programs.

Legislative Updates

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

Increased penalty for a fatal hit-and-run accident from a third-degree to a second-degree felony

HB 208, signed July 5, 2012 closed a loop-hole that incentivized a hit and run driver to leave the scene if drinking. A fatal hit-and-run accident had been a third-degree felony carrying a mandatory prison term of at least one year, with a maximum sentence of seven years. By comparison, a fatal accident that involves a drunk driver is a second-degree felony with a much stiffer penalty range of three to 10 years in prison. Due to the discrepancy in penalties, drunk drivers involved in an accident that causes death actually have an incentive to leave the scene, sober up and turn themselves in once they are no longer intoxicated in order to avoid the stronger drunk driving charge. The penalty for a fatal hit-and-run accident was changed from a third-degree to a second-degree felony. This, in combination with an expanded ability of judges to

provide a longer prison sentence though a sentencing enhancement should ensure fairer penalties are enforced. Moreover, the ultimate goal of the bill is to help ensure that in these cases drivers stop to render help rather than flee.

Motorcycle safety training for riders under 18

Act 84, signed on July 2, 2012, requires any person 16- or 17-years old who comes in to take the motorcycle skills licensing test must show proof that they have successfully completed the Pennsylvania Motorcycle Safety Training Program (PAMSP) Basic Rider Course. Persons 18 and older seeking to take the motorcycle skills test are not affected by this law change.

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Data

Statewide Data

The Pennsylvania Department of Transportation (PennDOT) Bureau of Maintenance and Operations (BOMO) is responsible for collecting and maintaining statewide data on reportable motor vehicle crashes. Data is published annually in the *Pennsylvania Crash Facts and Statistics* booklet. The data is compiled from the traffic crash reports that are submitted to PennDOT by state, county, municipal, and other law enforcement agencies, as specified in the PA Vehicle Code. The 2012 crash facts report can be found at <http://www.dot.state.pa.us/Internet/Bureaus/pdBHSTE.nsf/InfoFb12?OpenForm>

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. There are approximately 2,500 municipalities in the state.

Pennsylvania has nearly 120,000 miles of roads and highways; 33% (39,792 miles) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (79,979 miles) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes that occur on Pennsylvania roads and highways are investigated and reported by both the Pennsylvania State Police and the approximately 1,300 local municipal police departments. The valuable information originating from these police crash reports is the basis for the statistics that are presented throughout this booklet.

In 2012, there were 124,092 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,310 people and injured another 87,846 people. The 2012 total reportable traffic crashes is the fourth lowest total since 1951.

There are approximately 100 billion vehicle-miles of travel on Pennsylvania's roads and highways annually. The 2012 fatality rate of 1.31 deaths per hundred million vehicle-miles of travel was the fourth lowest ever recorded in Pennsylvania since the department started keeping records in 1935.

- On Average in Pennsylvania:
 - Each day 340 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 238 persons were injured in reportable crashes (about 10 injuries every hour).

Who was involved in crashes?

- In 2012:
 - 1 out of every 44 people was involved in a reportable traffic crash
 - 1 out of every 147 people was injured in a reportable traffic crash
 - 1 out of every 9,743 people was killed in a reportable traffic crash

	2008	2009	2010	2011	2012
Reported Crashes	125,327	121,242	121,312	125,395	124,092
Total Deaths	1,468	1,256	1,324	1,286	1,310
Total Injuries	88,709	87,126	87,949	87,839	86,846
<i>Major Injury</i>	3,831	3,483	3,555	3,409	3,458
<i>Moderate Injury</i>	14,306	13,783	14,036	13,815	13,519
<i>Minor Injury</i>	46,704	45,306	44,564	43,980	43,441
<i>Unknown Injury Severity</i>	23,868	24,554	25,794	26,635	26,428
Pedestrian Deaths	142	136	148	149	168
Pedestrian Injuries	4,389	4,249	4,474	4,532	4,548
Motorcyclist Deaths	237	204	223	199	210
Motorcyclist Injuries	4,077	3,677	3,930	3,603	3,919
Bicyclist Deaths	8	16	21	11	16
Bicyclist Injuries	1,419	1,380	1,474	1,312	1,377
Heavy-Truck-Related Deaths	184	136	157	156	159
Alcohol-Related Deaths	534	449	459	428	404
Speed-Related Deaths	474	355	404	346	371
Unrestrained Deaths	739	732	771	651	796
Billions of Vehicle-Miles*	108.4	107	103.3	101.2	100.2
Deaths per 100 Million Vehicle-Miles*	1.35	1.17	1.28	1.27	1.31

Note: Speed-Related Deaths only count those crashes where speed was considered the prime contributing factor in the crash.

*Vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current year's vehicle mileage is not available).

Age Group

The likelihood of a driver being involved in a crash decreased with age. Young drivers have less experience and are more likely to take chances. The PA Graduated License law, passed in 1999, has been successful in reducing crashes for beginner drivers, as reflected in the percent of 16 year old drivers involved in crashes, only 2.6% in 2012. The percent increases for drivers 17 years of age to 5.2%, and then falls for each age group after. In every age group male drivers were more likely to be involved in a crash than female drivers.

Mature driver crashes do not stand out as a percent of drivers, but there is still some concern about this age group because of the types of crashes in which they are likely to be involved. 79% of crashes involving a driver over the age of 65 involve two or more vehicles, while for all drivers multi-vehicle crashes only account for 54% of all crashes. 55% of mature driver crashes occur at an intersection, while

for all drivers only 39% of crashes are at intersections. This shows that mature drivers are having a particular problem dealing with other cars on the road.

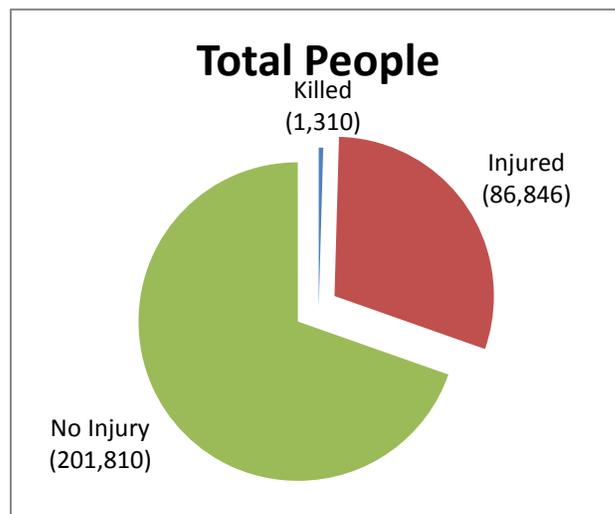
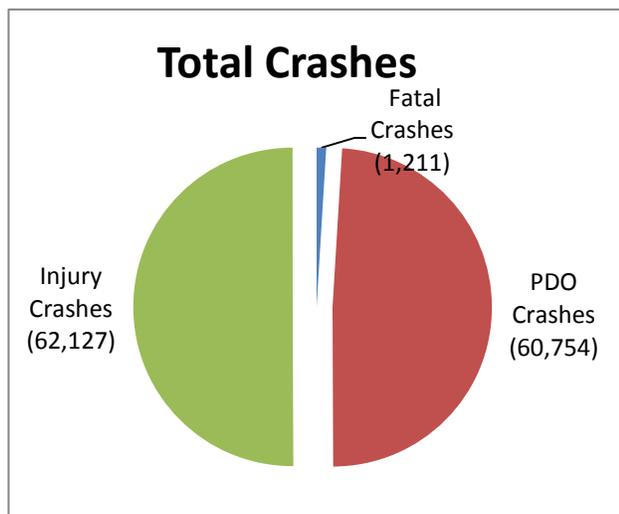
Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	1,758	66,504	2.6%
17	5,008	96,151	5.2%
18	5,859	118,104	5.0%
19	5,839	131,212	4.5%
20	5,739	136,870	4.2%
21	5,958	141,619	4.2%
22-24	16,055	441,568	3.6%
25-29	20,498	717,867	2.9%
30-39	29,429	1,353,194	2.2%
40-54	43,255	2,461,150	1.8%
55-59	11,869	865,157	1.4%
60-64	9,117	740,085	1.2%
65-69	6,456	582,032	1.1%
70-74	4,297	420,695	1.0%
75 and Over	7,497	732,808	1.0%
Unknown	174	N/A	N/A

*PA Total Drivers includes total PA Licensed Drivers and PA Drivers who have their Learner's Permit (no driver's license).

What types of crashes are taking place?

Severity

Of the total people involved in crashes in Pennsylvania in 2012, most were not injured, and those who were injured suffered mostly minor injuries. The 1,310 deaths in 2012 represent the third lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 68 years. Still, the number of fatalities rose over the prior year number, even as the number of crashes and injuries fell.



Type of crashes

The most common type of crash involves a single vehicle and a fixed object and because it is the most common it produces the most fatalities. The percent of fixed object crashes that result in a fatality, however, is low compared to other types. Angle crashes and rear end crashes are the second and third most common types of crash and the most common type of crash at intersections. The crash types most likely to result in a fatality are pedestrian crashes and head-on crashes.

Crash Type	Crashes	Deaths
Angle	32,884	277
Backing Up	133	0
Head On	4,315	129
Hit Fixed Object	39,200	533
Hit Pedestrian	4,317	159
Non-Collision	4,540	72
Rear End	27,356	78
Sideswipe	7,033	47
Other	4,314	15
Total	123,092	1,310

Type of vehicles

Passenger cars are involved in more crashes than all other vehicle types combined. Passenger cars combined with light trucks, vans, and SUVs account for 93% of all vehicles in crashes and 77% of all occupant deaths. Motorcycles are by far involved in the most fatalities. Even though 2% of vehicle involved in crashes are motorcycles, 18% of all traffic fatalities are motorcycle riders.

	Vehicles	Occupant Deaths
Passenger Car	118,359	574
Lt Trk/Van/SUV	70,866	301
Heavy Truck	6,261	20
Motorcycle	4,095	210
Bicycle	1,383	16
Commercial Bus	584	0
School Bus	399	0
Other	1,680	21

Where are crashes taking place?

Road type

Pennsylvania has approximately 1,367 miles of interstate highway, 39,000 miles of US and state highway, 556 miles of Turnpike, and 79,412 miles of local roads. The majority of crashes, injuries, and fatalities take place on US and state highways or on local roads. These two types of roads not only account for the majority of roadway miles, they also have much higher rates of crashes, injuries, and fatalities. Local roads have the highest rate of crashes and injuries, and US and state highways have the highest fatality rate per vehicle mile traveled. The Turnpike was PA's safest road in every category.

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	9,235	80,390	2,521	31,930	16
Persons Killed	105	985	18	202	0
Persons Injured	5,631	58,753	1,120	21,362	15
Miles of Maintained Road	1,367	39,248	556	79,412	---
100 MVM* Traveled	178.9	582	57.8	183.1	---
Crashes/MVM	0.52	1.38	0.44	1.74	---
Persons Killed/100 MVM*	0.59	1.69	0.31	1.1	---
Persons Injured/MVM*	0.31	1.01	0.19	1.17	---

*MVM= million vehicle-miles

Counties

The highest number of crashes occurred in counties with the highest populations. 53% of all crashes took place in 10 counties that had more than 3,600 crashes each in 2012. Traffic deaths do not correspond as well to county population because fatal accidents are more likely to occur in suburban or rural areas where traffic is more free-flowing and speeds are higher.

Top ten counties by 2012 fatality type. (*) Indicates a tie.

County	Crash	Fatality	Drinking	Pedestrian	Metropolitan Area
Philadelphia	X		X	X	Philadelphia
Allegheny	X	X	X*	X	Pittsburgh
Montgomery	X	X	X		Philadelphia
Bucks	X	X	X	X	Philadelphia
Delaware	X		X	X	Philadelphia
Lancaster	X	X	X		Lancaster
Chester	X	X	X	X	Philadelphia
York	X				York
Berks	X	X	X	X	Reading
Westmorland		X		X	Pittsburgh
Lehigh	X	X	X	X	Allentown-Bethlehem
Luzerne		X	X	X	Scranton-Wilkes Barre
Erie			X*		Erie
Dauphin				X	Harrisburg
Schuylkill		X			None

5-year fatality rate by county

County	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths
Adams	22 (1.5%)	22 (1.8%)	16 (1.2%)	16 (1.2%)	14 (1.1%)
Allegheny	75 (5.1%)	58 (4.6%)	70 (5.3%)	64 (5.0%)	67 (5.1%)
Armstrong	9 (0.6%)	11 (0.9%)	13 (1.0%)	14 (1.1%)	10 (0.8%)
Beaver	19 (1.3%)	13 (1.0%)	10 (0.8%)	24 (1.9%)	19 (1.5%)
Bedford	15 (1.0%)	15 (1.2%)	13 (1.0%)	15 (1.2%)	17 (1.3%)
Berks	63 (4.3%)	50 (4.0%)	39 (3.0%)	46 (3.6%)	50 (3.8%)
Blair	15 (1.0%)	9 (0.7%)	20 (1.5%)	12 (0.9%)	19 (1.5%)
Bradford	8 (0.5%)	10 (0.8%)	20 (1.5%)	10 (0.8%)	15 (1.2%)
Bucks	54 (3.7%)	64 (5.1%)	45 (3.4%)	61 (4.7%)	65 (5.0%)
Butler	23 (1.6%)	21 (1.7%)	29 (2.2%)	17 (1.3%)	28 (2.1%)
Cambria	20 (1.4%)	11 (0.9%)	14 (1.1%)	18 (1.4%)	17 (1.3%)
Cameron	2 (0.1%)	0 (0.0%)	2 (0.2%)	0 (0.0%)	2 (0.2%)
Carbon	16 (1.1%)	11 (0.9%)	13 (1.0%)	8 (0.6%)	6(0.5%)
Centre	20 (1.4%)	13 (1.0%)	11 (0.8%)	18 (1.4%)	14 (1.1%)
Chester	40 (2.7%)	31 (2.5%)	32 (2.4%)	40 (3.1%)	31 (2.4%)
Clarion	10 (0.7%)	7 (0.6%)	11 (0.8%)	9 (0.7%)	7 (0.5%)
Clearfield	25 (1.7%)	23 (1.8%)	24 (1.8%)	11 (0.9%)	20 (1.5%)
Clinton	8 (0.5%)	4 (0.3%)	7 (0.5%)	5 (0.4%)	12(0.9%)
Columbia	15 (1.0%)	9 (0.7%)	17 (1.3%)	12 (0.9%)	9 (0.7%)
Crawford	15 (1.0%)	10 (0.8%)	14 (1.1%)	12 (0.9%)	15 (1.2%)
Cumberland	23 (1.6%)	19 (1.5%)	24 (1.8%)	23 (1.8%)	18 (1.4%)
Dauphin	35 (2.4%)	27 (2.2%)	40 (3.0%)	32 (2.5%)	24 (1.8%)
Delaware	21 (1.4%)	20 (1.6%)	23 (1.7%)	20 (1.6%)	28 (2.1%)
Elk	9 (0.6%)	7 (0.6%)	7 (0.5%)	10 (0.8%)	4 (0.3%)
Erie	39 (2.7%)	30 (2.4%)	39 (3.0%)	32 (2.5%)	28 (2.1%)

County	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths
Fayette	27 (1.8%)	33 (2.6%)	19 (1.4%)	27 (2.1%)	20 (1.5%)
Forest	4 (0.3%)	3 (0.2%)	4 (0.3%)	0 (0.0%)	1 (0.1%)
Franklin	21 (1.4%)	19 (1.5%)	22 (1.7%)	24 (1.9%)	19 (1.5%)
Fulton	6 (0.4%)	1 (0.1%)	8 (0.6%)	5 (0.4%)	4 (0.3%)
Greene	9 (0.6%)	5 (0.4%)	7 (0.5%)	9 (0.7%)	16 (1.2%)
Huntingdon	12 (0.8%)	10 (0.8%)	11 (0.8%)	12 (0.9%)	5 (0.4%)
Indiana	12 (0.8%)	18 (1.4%)	23 (1.7%)	16 (1.2%)	8 (0.6%)
Jefferson	6 (0.4%)	6 (0.5%)	7 (0.5%)	6 (0.5%)	9 (0.7%)
Juniata	6 (0.4%)	6 (0.5%)	10 (0.8%)	2 (0.2%)	3 (0.2%)
Lackawanna	22 (1.5%)	19 (1.5%)	19 (1.4%)	19 (1.5%)	16 (1.2%)
Lancaster	66 (4.5%)	49 (3.9%)	65 (4.9%)	51 (4.0%)	47 (3.6%)
Lawrence	12 (0.8%)	8 (0.6%)	11 (0.8%)	13 (1.0%)	11 (0.8%)
Lebanon	22 (1.5%)	18 (1.4%)	15 (1.1%)	25 (1.9%)	16 (1.2%)
Lehigh	41 (2.8%)	35 (2.8%)	22 (1.7%)	24 (1.9%)	42 (3.2%)
Luzerne	32 (2.2%)	40 (3.2%)	30 (2.3%)	41 (3.2%)	35 (2.7%)
Lycoming	13 (0.9%)	17 (1.4%)	22 (1.7%)	19 (1.5%)	15 (1.2%)
McKean	12 (0.8%)	5 (0.4%)	6 (0.5%)	12 (0.9%)	8 (0.6%)
Mercer	25 (1.7%)	18 (1.4%)	13 (1.0%)	21 (1.6%)	17 (1.3%)
Mifflin	6 (0.4%)	11 (0.9%)	8 (0.6%)	9 (0.7%)	4 (0.3%)
Monroe	37 (2.5%)	30 (2.4%)	35 (2.6%)	33 (2.6%)	27 (2.1%)
Montgomery	45 (3.1%)	41 (3.3%)	33 (2.5%)	45 (3.5%)	44 (3.4%)
Montour	5 (0.3%)	0 (0.0%)	1 (0.1%)	1 (0.1%)	0 (0.0%)
Northampton	23 (1.6%)	24 (1.9%)	29 (2.2%)	27 (2.1%)	23 (1.8%)
Northumberland	13 (0.9%)	8 (0.6%)	10 (0.8%)	13 (1.0%)	9 (0.7%)
Perry	17 (1.2%)	10 (0.8%)	15 (1.1%)	8 (0.6%)	18 (1.4%)
Philadelphia	92 (6.3%)	95 (7.6%)	93 (7.0%)	87 (6.8%)	107 (8.2%)
Pike	13 (0.9%)	5 (0.4%)	7 (0.5%)	8 (0.6%)	6 (0.5%)
Potter	5 (0.3%)	0 (0.0%)	1 (0.1%)	3 (0.2%)	2 (0.2%)
Schuylkill	33 (2.3%)	30 (2.4%)	20 (1.5%)	19 (1.5%)	33 (2.5%)
Snyder	9 (0.6%)	5 (0.4%)	9 (0.7%)	5 (0.4%)	8 (0.6%)
Somerset	12 (0.8%)	12 (1.0%)	20 (1.5%)	8 (0.6%)	12 (0.9%)
Sullivan	1 (0.1%)	3 (0.2%)	6 (0.5%)	1 (0.1%)	2 (0.2%)
Susquehanna	11 (0.8%)	8 (0.6%)	12 (0.9%)	11 (0.9%)	15 (1.2%)
Tioga	13 (0.9%)	7 (0.6%)	13 (1.0%)	12 (0.9%)	10 (0.8%)
Union	7 (0.5%)	7 (0.6%)	7 (0.5%)	5 (0.4%)	9 (0.7%)
Venango	7 (0.5%)	6 (0.5%)	10 (0.8%)	11 (0.9%)	18 (1.4%)
Warren	10 (0.7%)	11 (0.9%)	7 (0.5%)	7 (0.5%)	7 (0.5%)
Washington	31 (2.1%)	33 (2.6%)	24 (1.8%)	27 (2.1%)	29 (2.2%)
Wayne	9 (0.6%)	6 (0.5%)	8 (0.6%)	5 (0.4%)	8 (0.6%)
Westmoreland	58 (4.0%)	47 (3.7%)	44 (3.3%)	36 (2.8%)	55 (4.2%)
Wyoming	10 (0.7%)	9 (0.7%)	8 (0.6%)	6 (0.5%)	7 (0.5%)
York	52 (3.5%)	43 (3.4%)	37 (2.8%)	44 (3.4%)	26 (2.0%)
Total	1,468 (100.0%)	1,256 (100.0%)	1,324 (100.0%)	1,286 (100.0%)	1,310 (100.0%)

When are crashes taking place?

Month

There was not much variance in the number of crashes per month. There was an increase from October to January and in May and June, and the highest number of crashes took place in December. Crashes in

December, January, and February were the least likely to result in a fatality. March and June to September were the months in which a crash was most likely to result in a fatality. June was the most dangerous month, with 1.3% of crashes fatal.

Holiday

Crashes tended to increase during holidays, especially those that provide a long weekend and typically coincide with travel. The highest number of holiday crashes and fatalities happened around Thanksgiving, Memorial Day, and Labor Day. The period before and after holidays when travel is typically done produces the most crashes, while the highest percent of crashes resulting in fatality are on the holiday itself, most likely because of alcohol use. In 2012, 13% of all holiday crashes and 42% of deaths that occurred on holiday weekends involved alcohol use. Memorial Day crashes resulted in a fatality 1.7 % of the time, Labor Day 1.5% and Thanksgiving 1.2%.

Day of Week and Time of Day

Crashes are most common on Friday and Saturday, while fatalities are most common on Saturday and Sunday. Saturday fatalities are 18% of the total and Sunday fatalities are 17%. This is due to alcohol use. During the day the most crashes happen during the PM peak, between 3:00 and 5:00. There was a slight spike during the AM peak. Crashes are most likely to be fatal at nighttime, between 7:00PM and 7:00AM, and within that time the worst hour is 2:00, closing time for bars in Pennsylvania.

Why are crashes and fatalities occurring?

Driver Error

Nationally, about 90% of all crashes can be attributed to some error in driver behavior. Speeding is by far the problem in the most crashes, and in the most fatalities. However, as a percent of total crashes, drinking driver were the most likely to result in a fatality. Other common causes of crashes are not following roadway rules (improper turning, proceeding without clearance) and distracted driving.

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	32,220	534
Drinking Driver	10,941	217
Improper Turning-Related	12,700	82
Careless/Illegal Passing	4,337	64
Distracted Driver	14,633	53
Proceeded Without Clearance	8,119	45
Drowsy Drivers	2,673	24
Tailgating	5,555	16

Alcohol

The number of alcohol-related crashes remained about the same from the prior year, while the number of deaths decreased. Alcohol-related crashes were 4.2 times more likely to result in death. 90% of those killed in alcohol related crashes were the drinking driver themselves or their passenger.

- In 2012:

- 10% of all crashes and 31% of all traffic deaths were alcohol related
- 404 people died in alcohol-related crashes.
- 90% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 74% were the drinking drivers themselves.
- 75% of the drinking drivers in traffic crashes were male.
- 74% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- On average each day, 33 alcohol-related traffic crashes occurred.
- On average each day, 1.1 persons were killed in alcohol-related traffic crashes.
- On average each day, 24 persons were injured in alcohol-related traffic crashes.

Seat belts

On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. Children ages 1 to 4 could be in the back seat in a child safety belt in lieu of a child passenger restraint system. Fines began taking effect January 1, 1985.

On November 23, 1987, Pennsylvania passed a safety belt law. The law requires that drivers and front seat passengers of a passenger car, Class I and Class II trucks, or motor home wear a properly-adjusted and fastened safety belt. The driver is responsible for securing children ages 4 to 18 in a safety belt when riding in the front seat. This is a secondary violation. Fines began taking effect March 23, 1988.

Effective August 21, 1993, the child passenger restraint law was upgraded requiring that drivers (not just those with vehicles registered in Pennsylvania) secure a child up to age 4 in a child passenger restraint system when sitting anywhere in the vehicle, and made this a primary violation.

Effective February 21, 2003, the child passenger restraint law was upgraded requiring that children ages 4 through 7 be in an appropriately fitting child booster seat and those children ages 8 through 17 be secured in a seat belt system whenever riding anywhere in a vehicle. It remained a primary violation.

Historical data shows that the seat belt use rate jumped significantly when the 1987 law was passed and the overall trend afterwards was a slow increase in the use rate over time. The use rate peaked in 2009 at 88%, and since then has fallen to 83.5%. In 2012, 77.6% of people involved in crashes and 56.4% of people killed in crashes were not using seat belts. For children under the age of 4, 81% of those involved in crashes who were properly restrained received no injury.

	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	272	505	118
Major injury	1,075	881	404
Moderate Injury	7,115	2,306	1,365
Minor Injury	29,713	4,537	4,682
Unk Injury Sev	15,775	2,507	4,981
No Injury	155,063	9,852	28,320

Total	209,013	20,588	39,870
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Traffic Records Improvement (K9-2014-01-14-00 State/Federal)

Pennsylvania’s traffic records system provides the basic information that is necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The statewide traffic records system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

Crash record management is divided into three sections. The reports section sorts, categorizes, batches, and prepares paper crash reports from the field and ensures that the reports are scanned into the Crash Report System (CRS). The analysis section uses the CRS validates crash information coming in from paper and electronic police crash reports, checking the incoming data against a set of 400 edits. The information systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) to retrieve summarized data. Those requesting data include engineers, the media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies.

Projects that will be implemented in fiscal year 2014 to improve the state data system are outlined in the 2014 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and two additional projects that were added.

Plan for Behavioral Survey (CP-2014-03-00-00)

NHTSA Core Performance Measures evaluation requires that funds to be used for an annual survey of public highway safety attitudes and behavior. The survey includes questions addressing the core measures to satisfy federal requirements and incorporates questions related to highway safety concerns particular to Pennsylvania’s state programs.

The Department will use a web-based survey on the JustDrivePA.org website. The survey is aimed at Pennsylvania residents who are licensed drivers. The Governor’s Office and the Department will use a statewide press release to publicize the survey. The survey will be available to the public for approximately 3 weeks.

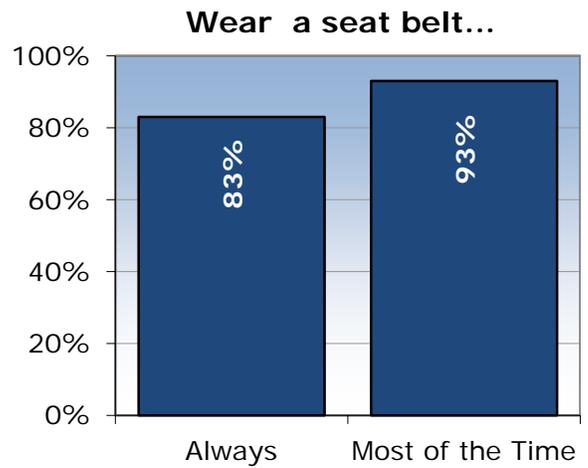
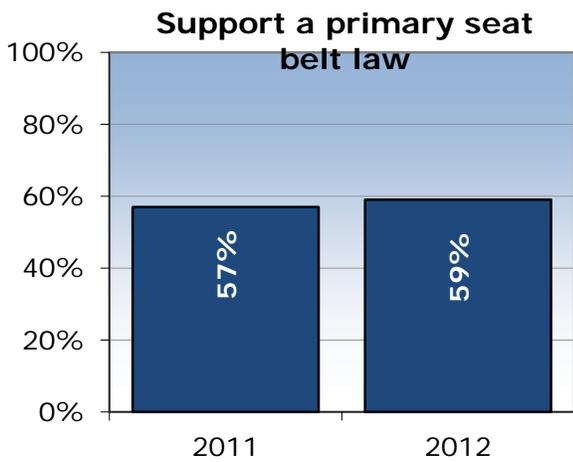
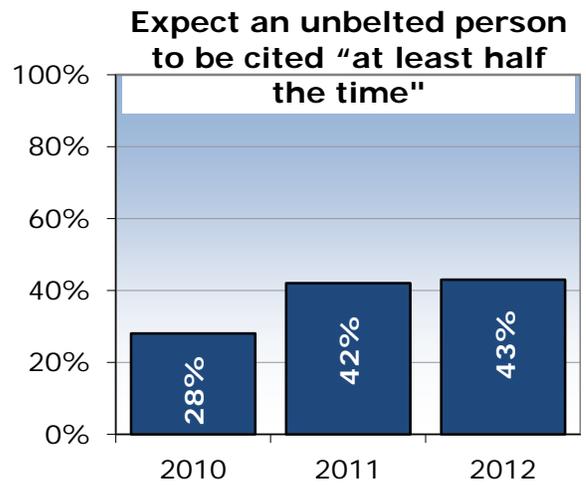
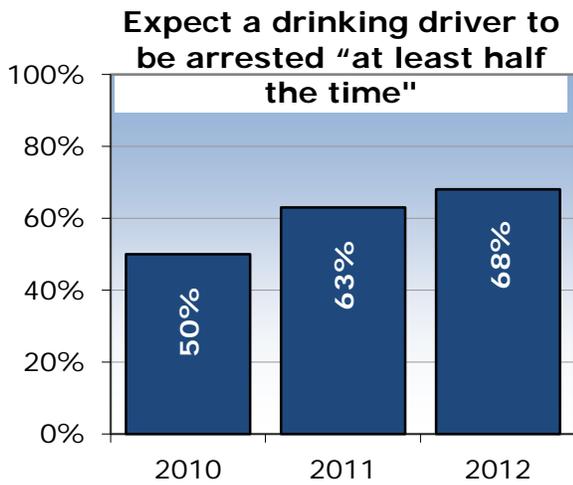
Survey results will be tabulated in an access database and will be evaluated according NHTSA requirements. The results will be compared with past surveys to show positive and negative trends in behavior and attitude and those trends will be compared against the highway safety program.

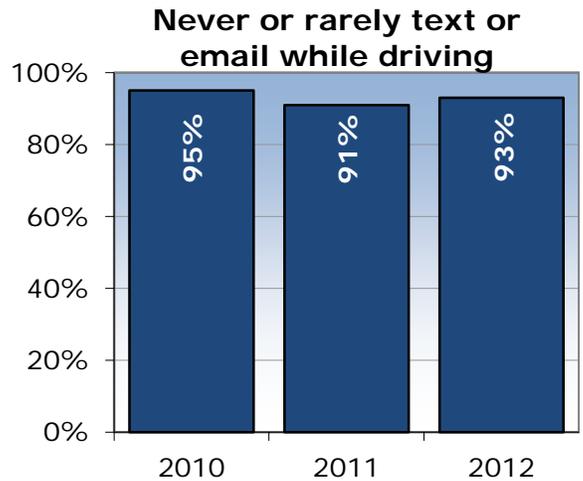
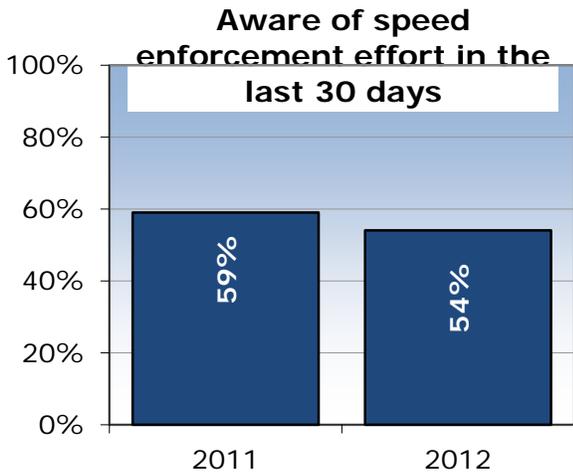
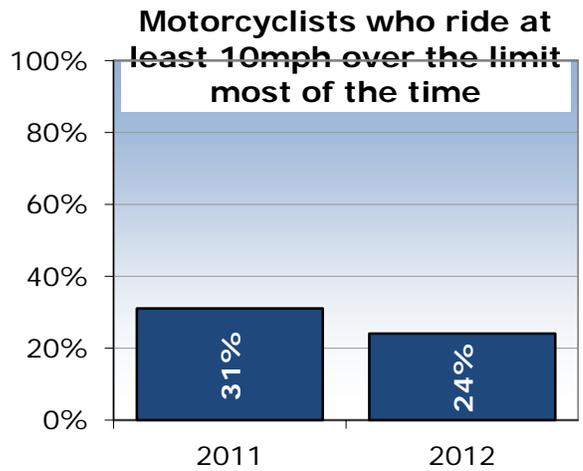
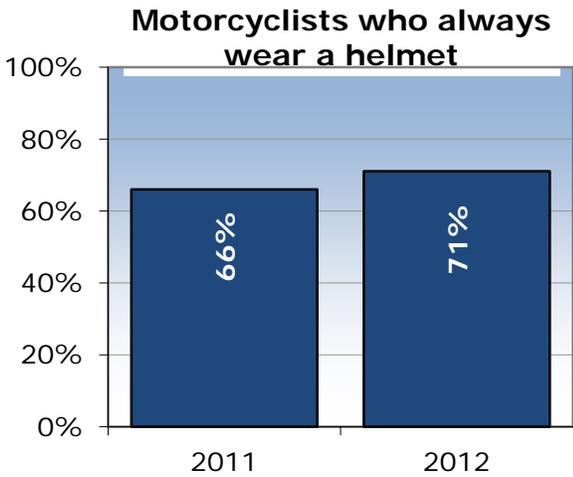
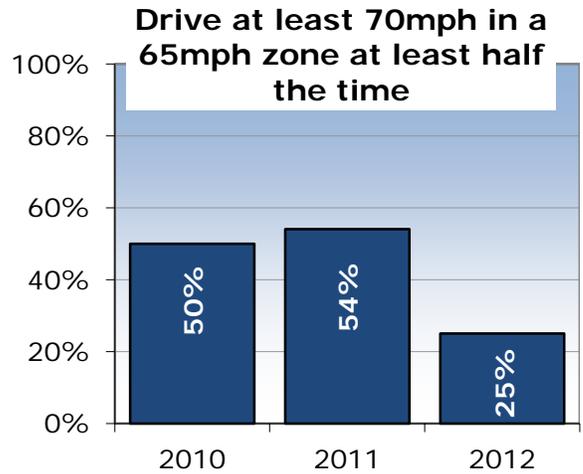
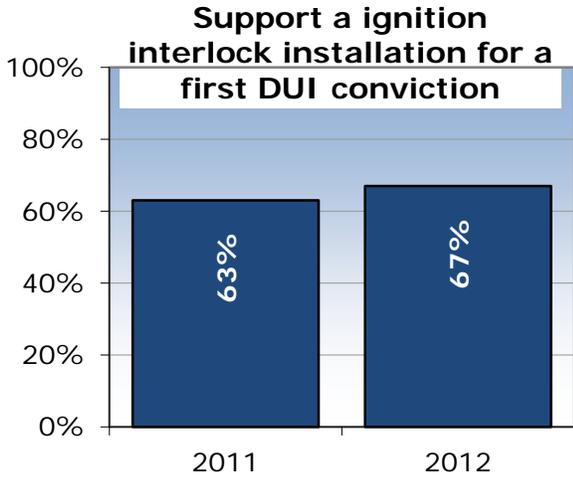
2012 Survey

Respondents showed an increase in the expectation of enforcement of seat belt and DUI laws. Still, both rates remain low. The expectation of receiving a seat belt citation is only 43%. Awareness of speed enforcement efforts dropped slightly. The high visibility enforcement efforts are aimed at increasing these numbers. The threat of citation may be key in moving the respondents who wear a seat belt most of the time (93%) toward wearing a seat belt always (83%). The number of respondents who reported

speeding fell significantly. It will take another year of data to tell if these numbers are legitimate or outliers. The number of motorcycle riders not wearing helmets remained steady, which is expected given no change in PA helmet laws. Support for a primary seat belt law has increased slightly, as has support for interlock installations on the first DUI conviction. These are two legislative initiatives that the highway safety office will continue to track.

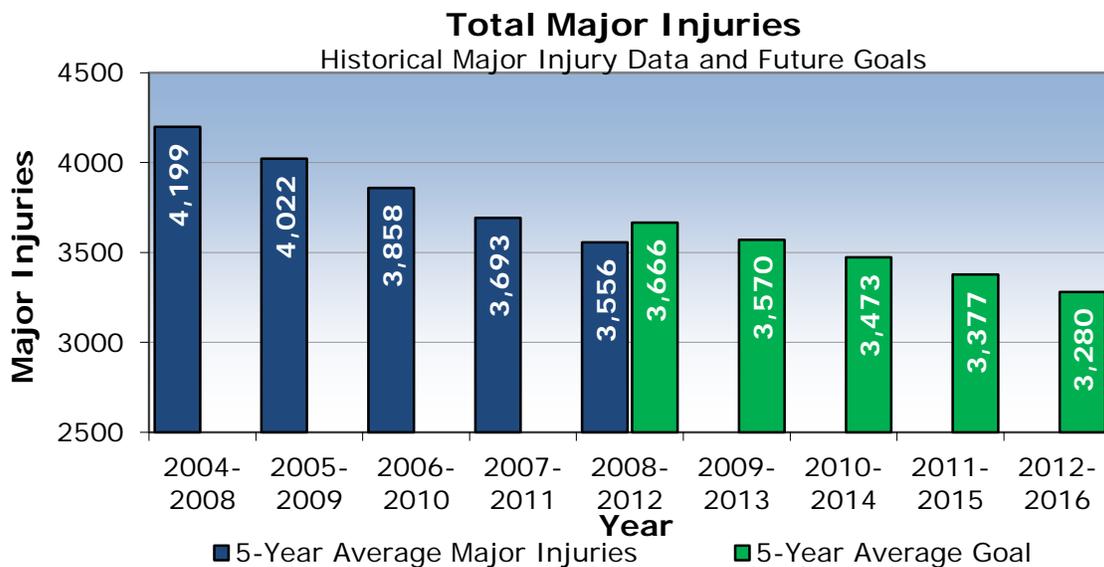
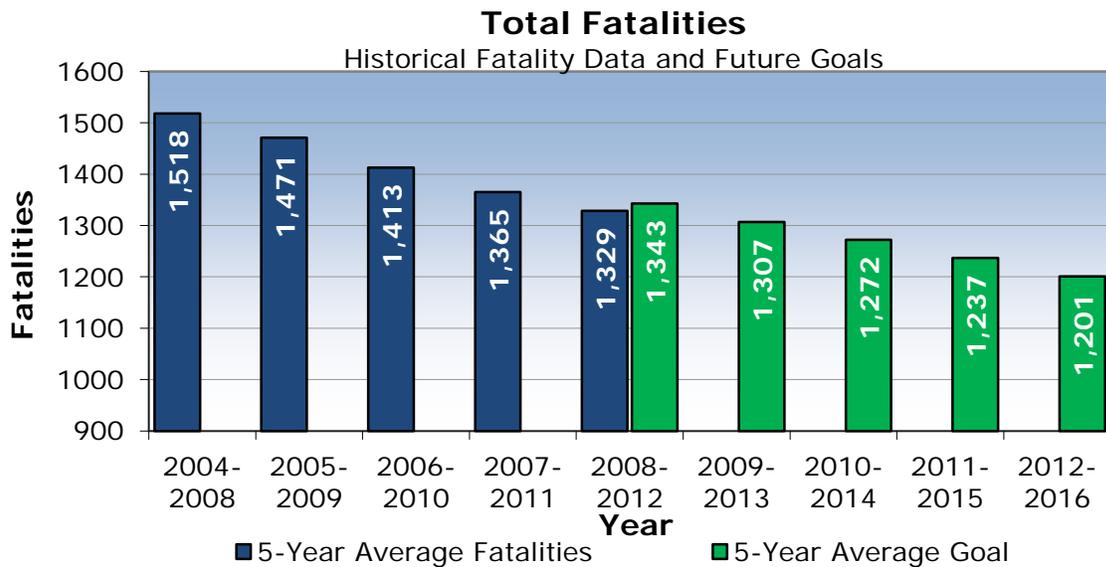
Selected Results of the 2012 Behavioral Survey





Pennsylvania Strategic Highway Safety Plan

Pennsylvania’s long range highway safety goal and priorities are set in the Strategic Highway Safety Plan (SHSP). According to that plan, the goal is to reduce the five-year average of total fatalities and total major injuries by 50% between 2010 and 2030. The baseline 2006-2010 average was 1,413 fatalities. The annual goals set by the SHSP represent the pace on which fatality reduction would have to remain to reach the long term goal.



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 focus areas were identified:

1. Teen Driver Safety
2. Enhancing Safety on Local Roads
3. Improving Pedestrian Safety
4. Improving Traffic Records Data
5. Commercial Vehicle Safety
6. Improving Emergency/Incident Response Time
7. Improving Bicycle Safety
8. Enhancing Safety in Work Zones
9. Reducing Vehicle-Train Crashes

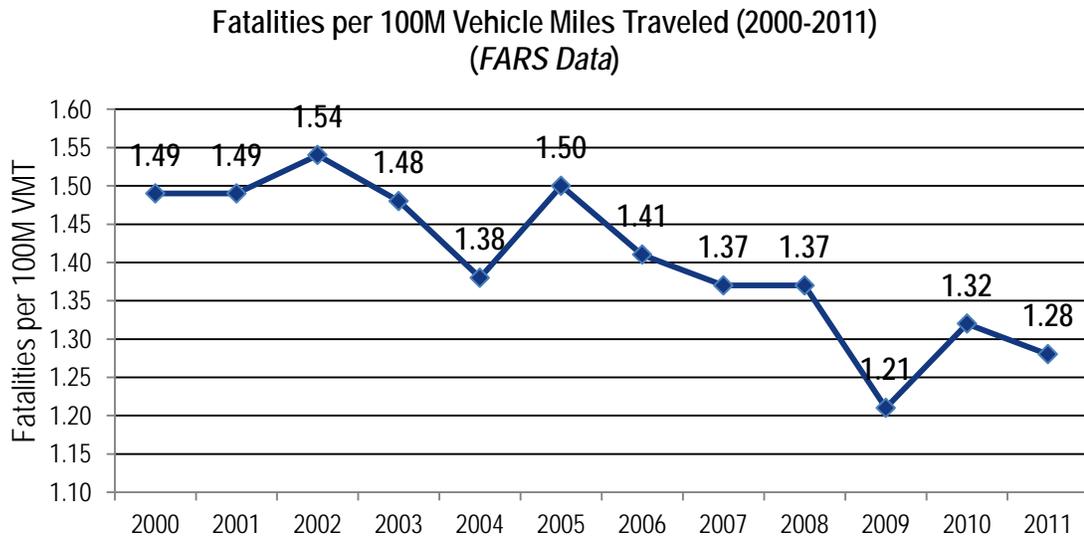
The SHSP was used in the development of the safety initiatives identified in the Performance Plan which defines how the Commonwealth will utilize federal section 402 highway safety funds and other NHTSA incentive and special funding sections. The SHSP document can be found at: <http://www.justdrivepa.com/Resource-Center/Traffic-Safety-Publications/>

Core Performance Measures

The National Highway Traffic Safety Administration has identified 14 Core Performance Measures for states to use to judge the effectiveness of its program. The measures are total fatalities and total major injuries and total fatalities according to common crash factors.

Pennsylvania NHTSA Core Performance Measures FFY 2014 Highway Safety Plan							
	2007	2008	2009	2010	2011	2012	2013 Goal
Traffic Fatalities	1,491	1,468	1,256	1,324	1,286	N/A	1,307
<i>5-year moving average</i>	1,540	1,518	1,471	1,413	1,365	1,329	
Number of Major Injuries	4,141	3,860	3,491	3,545	3,411	3,444	3,570
<i>5-year moving average</i>	4,357	4,199	4,022	3,858	3,693	3,556	
Unrestrained Fatalities	547	554	446	507	496	N/A	502
<i>5-year moving average</i>	604	592	567	542	522	511	
Teen Driver (15-20) Fatalities	274	221	199	199	200	N/A	237
<i>5-year moving average (16-20)</i>	305	286	267	256	246	225	
Alcohol-Impaired Driving Fatalities (BAC=.08+)	504	499	399	424	407	N/A	461
<i>5-year moving average (Alcohol-Related)</i>	550	545	525	498	474	449	
Speeding-Related Fatalities	783	718	634	702	615	N/A	275
<i>5-year moving average (Fatalities in Speeding Crashes)</i>	311	309	305	297	286	261	
Motorcycle Fatalities	225	239	204	223	199	N/A	199
<i>5-year moving average</i>	186	202	211	215	217	214	
Unhelmeted Motorcycle Fatalities	119	117	100	126	94	N/A	92
<i>5-year moving average</i>	71	88	92	98	100	97	
Pedestrian Fatalities	151	137	134	145	147	N/A	140
<i>5-year moving average</i>	163	156	153	150	146	149	
Seat Belt Usage	86.70%	85.10%	87.90%	86.00%	83.82%	83.51%	84.70%
Fatalities Per VMT	1.37	1.37	1.21	1.32	1.28	N/A	TBD
Areas tracked but no goals set							
Speeding Citations	54,140	101,148	123,198	80,054	126,826	141,956	
Seat Belt Citations	14,761	20,803	20,708	21,764	20,135	17,641	
DUI Arrests	3,394	3,432	5,275	5,151	3,728	7,328	
Goals in red are set to the 5-Year Average based on state data							
FARS data for 2012 has not been released yet. The 5-year moving average numbers based on the most recent comparable state data have been used in addition to FARS data for programming purposes.							
Citations shown resulted from grant funded activities.							

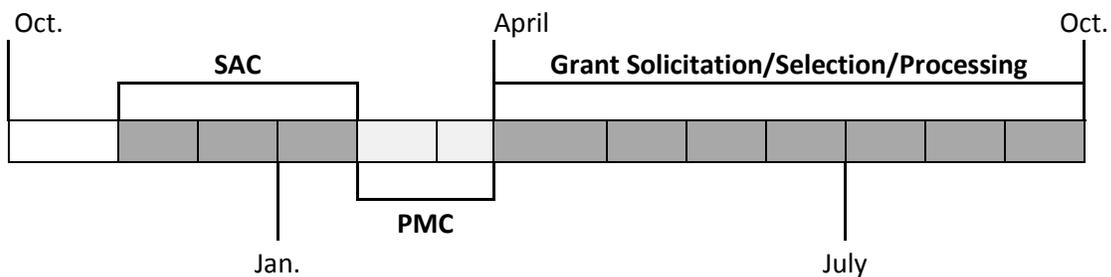
Crash and fatality data is often normalized by vehicle miles traveled (VMT) to allow the numbers to be compared over time and with other state data. The annual fatality rate per VMT in Pennsylvania is shown below:



Planning Process

Safety Advisory Committee

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.



The HSP identifies the total amount of state and 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.

To implement the highway safety plan the SAC divides state and federal money among state level and local grant funds.

State Safety Partners

Highway Safety Office

Pennsylvania receives federal 402 funds each year, and is eligible to apply for additional funds based on qualifications set by federal law. The additional funds are used for seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. A dedicated highway safety staff is required to manage federal funds and to coordinate the program at the state level. Staff is tasked with ensuring that Pennsylvania is following both federal and state laws and procedures, managing approximately 90 federally funded projects, and creating the Highway Safety Plan, the Annual Report, and all grant section applications that are submitted to NHTSA. Staff funding comes from the Planning and Administration Project (PA-2014-01-00-00) line.

Pennsylvania State Police

The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The PA State Police host 70 child safety seat fitting stations year round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

Department of Education Institute for Law Enforcement Education

Providing and coordinating training for the police community is paramount in reaching the safety goals outlined in this Impaired Driving Plan. A large number of strategies contained in this plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include, NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The SHSO plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

Traffic Injury Prevention Program

PennDOT has a contract with the Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project (TIPP) to plan and implement the statewide child passenger protection education program. In this capacity, TIPP acts as the lead in administering and maintaining the statewide

network of fitting stations, car seat loaner programs, certified CPS technicians and instructors, and education hospitals, pediatricians, and other health care providers. TIPP also acts as the lead in developing and instructing educational programs within the defined safety focus areas of the contract under guidance from PennDOT. Additional safety focus areas include other issues that affect children 18 and under including young driver issues, pedestrian safety, and bicycle safety.

Communications Office

PennDOT's Central Press Office and regional Safety Press Officers manage media for the highway safety program. All press releases promoting enforcement activities, law-enforcement trainings, and community events go through the press office. The office is also responsible for PSA recordings, interview opportunities, and press conferences. Communications staff tracks earned media activities like media events and outreach meetings and issues a statewide report. PennDOT maintains a Twitter account, @PennDOTNews, a PennDOT Facebook account and a YouTube channel that includes many safety videos and our media buy videos. .

The Press Office will be using state funds for paid advertising as a part of the highway safety program. Paid media campaigns are coordinated and implemented by press office staff, who ensure that each campaign has a consistent "brand identity" in all messaging. Paid media will be purchased for the following events:

"Just Drive – Safe and Sober": Labor Day and Independence Day DUI enforcement crackdowns

Online advertising, radio, and lifestyle advertising at convenience stores/gas stations. Will target the male age 21-54 demographic, which has been identified through the court reporting network (CRN) data as major contributors to the DUI problem.

"Just Buckle Up – A Click Can Save Your Life": May CIOT mobilization

Radio messages, online ads, and gas/convenience store advertising. Will target males 18-54, night-time drivers, and pickup truck drivers, which are the groups least likely wear seat belts. This campaign will be in addition to CIOT branded messaging that will be used for per NHTSA requirements. There will also be CIOT videos shown in Pittsburgh and Philadelphia high schools. The videos can be viewed at www.youtube.com/pennsylvaniaDOT.

"Just Drive – Distractions Can Wait": National Distracted Driving Awareness Month, April 2014

Online and radio advertising will be deployed including reminders of Pennsylvania's no-texting-while-driving law. Governor Tom Corbett is featured in two anti-distracted driving videos that will be used in this campaign.

Public information and education (PI&E) program materials (CP-2014-03-00-00)

The PennDOT Graphic Services Center and Commonwealth Media are used to produce materials for use in the highway safety program. Brochures and other free educational pieces address safety focus areas and other safety issues. The publications are available for download, and in some cases are printed for distribution. An outside contractor can be used for professionally done videos and other materials. Development is done by an outside contractor.

The Yellow Dot Program is funded under PI&E. This program is designed to help save lives in the critical time right after a crash by providing citizens with a Yellow Dot decal for their rear windshield and a folder to hold medical information about the participant. The folder informs first responders of emergency contact information, medical conditions, and medications. It also includes a photograph to help identify the vehicle occupant. The program is active in approximately 20 states. More information can be found at www.YellowDot.pa.gov.

Grant Program Training Needs

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.

PA DUI Association

The DUI Association contracts with PennDOT to manage the Alcohol Highway Safety Program, which deals with education and evaluation of DUI offenders. It also serves as a resource for the statewide DUI enforcement grants.

Motorcycle Safety Program

The Motorcycle Safety Program (MSP) was established to teach riders of all skill levels the basic fundamentals needed in order to safely operate a motorcycle. The MSP was created from legislation in 1984 and began one year later. The Motorcycle Safety Program is free to all Pennsylvania license holders.

Local Safety Partners

The Highway Safety Office has created 10 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities and the Pennsylvania State System of Higher Education (SSSHE) universities, hospitals, and non-profit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding mini-grants for implementation of that program. The Community Traffic Safety Project grant funds the 15-20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. All of the grants are awarded competitively except for the Municipal Impaired Driving Enforcement grant which is awarded through formula based on the number of DUI crashes by municipality and the willingness and ability of a municipality to implement the program.

Community Traffic Safety Projects

The Community Traffic Safety Projects (CTSP) are a necessary link between the state highway safety office and local communities. Pennsylvania's large size, population, and local diversity make it difficult to administer a centralized program. CTSPs provide coverage to all 67 Pennsylvania counties. The CTSPs have some defined tasks, like participation in NHTSA national safety campaigns. Other parts of their annual program are put together by them using local needs. They are required to conduct education and outreach activities that address all of the Safety Focus areas in this volume based on local data and need (including speeding, aggressive driving, occupant protection, motorcycle safety, mature driver safety, younger drivers, and pedestrian and bicycle safety).

CTSPs are funded through PA S.A.F.E Grants (CP-2014-01-00-00). Tasks include identifying enforcement training needs; partnering with local organizations to address identified safety focus areas; assisting enforcement agencies to target local problems based on crash data; serving as a local contact for the general public; acting on PennDOT's behalf in the development of local safety action plans and safety efforts; providing educational programs to schools and local employers; and providing 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.

Local Police

Pennsylvania's municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, and DUI. They participate in high visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

County Courts

County courts participate in the DUI Court program, which is aimed at reducing DUI recidivism. The support of the courts during enforcement efforts is crucial in reinforcing the penalties for unsafe driver behavior.

Local Grant Opportunities

1. Community Traffic Safety Project: Competitive

Traffic safety educational outreach programs to schools and communities targeting local safety issues identified through data analysis. Provide support towards national and statewide enforcement mobilizations and other programs.

Eligible: Local governments, Pennsylvania State-related universities and Pennsylvania State System of Higher Education universities

2. Occupant Protection Enforcement & Education Program: Competitive

Coordination of statewide occupant protection enforcement and education program. Includes coordination, support, and administration of local police department participation in national and statewide enforcement mobilizations and associated educational outreach efforts.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

3. Aggressive Driving Enforcement & Education Program: Competitive

Coordination of statewide aggressive driving enforcement and education program. Includes coordination, support, and administration of local police department participation in national and statewide enforcement mobilizations and associated educational outreach efforts.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

4. Teen Traffic Safety Program: Competitive

Statewide teen driver safety program including peer-to-peer education and prevention strategies in schools and communities.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

5. Commercial Motor Vehicle Education and Outreach: Competitive

Coordination of Commercial Motor Vehicle safety outreach and education programs, including the hosting of a statewide seminar in partnership with the PA State Police and the Motor Carrier Safety Advisory Committee.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

6. Municipal Impaired Driving Enforcement: Allocation Formula

Coordination of local police participation in impaired driving enforcement countermeasures, including officer overtime, necessary equipment purchases, and associated training.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

7. DUI Court: Competitive

Development and facilitation of a DUI Court system, including judicial training in the area of DUI courts, establishment of new probation officers whom monitor DUI court participants, and necessary equipment.

Eligible: Pennsylvania County Courts

8. Child Passenger Safety Technician & Fitting Station Assistance Program: Competitive

Coordination of Child Passenger Safety Fitting Station support and training, including the administration of scholarships for certified child passenger safety technician attendance at the 2014 NHTSA Region II Child Passenger Safety Conference.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

9. Traffic Safety Resource Prosecutor: Competitive

Coordination of the Traffic Safety Resource Prosecutor position in accordance with national and state guidelines in support of the Commonwealth's Highway Safety Program.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

10. Crash Records Law Enforcement Liaisons: Competitive

Coordination of the Crash Records Law Enforcement program designed to assist the Pennsylvania Department of Transportation with transitioning crash records submissions by Pennsylvania Police Agencies from paper to electronic filing in addition to other services as identified.

Eligible: Local governments, colleges or universities, hospitals, and non-profits.

Grant Selection

Grant application information is distributed to parties expressing interest in the grants. Included are descriptions of the program, program requirements, eligibility and qualifications, and guidance on administering the funds. Also included is guidance on forming proper problem identification and on selecting acceptable countermeasures and metrics.

Grant applications are reviewed by a committee that scores each proposal on seven key areas:

1. Problem Statement.

Is the problem clearly identified? Data analysis and evaluation is the foundation for the project and will determine the structure and accuracy of the goals, activities, results, and evaluation efforts for the duration of the project. This section must not only identify problems but precisely communicate why it is a problem.

2. Alignment to Strategic Focus Area (SFA) & National Highway Traffic Safety Administration (NHTSA) goals.

Does this program address one or more of the SFAs & NHTSA goals? Are the program goals clearly outlined?

3. Program Activities.

Does the request clearly identify the strategies/activities to be conducted? Will the activities to be conducted address the problem stated?

4. Measurement of Results/Evaluation/Effectiveness.

Are the results measurable, dependable and aligned with the grant goals? Is a Table of Measurements included as part of the grant proposal? An important component is how well the applicant's proposal addresses the 14 NHTSA Evaluation Criteria first established for FFY 2010, as applicable to the applicant's geographical area of coverage

- Overall traffic fatalities
- Number of Serious Injuries
- Fatalities per VMT
- Unrestrained Passenger Vehicle Fatalities
- Fatalities in Crashes with a BAC of +0.08
- Speeding Related Fatalities
- Motorcycle Fatalities
- Unhelmeted Motorcycle Fatalities
- Drivers age 20 or less in Fatal Crashes
- Pedestrian Fatalities
- Seat Belt Usage
- Seat Belt Citations
- DUI Arrests
- Speeding Citations

5. Past Performance.

Has the applicant's past work-related safety experience and/or grant performance history demonstrated a proven ability to fully develop and implement a successful highway safety program?

6. Agency/Personnel Qualifications.

Does the applicant's education and work experience demonstrate the proven expertise to conduct a highway safety program in the area of highway safety laws and regulations, problem identification, strategic program development, program delivery, budget management, interim and final evaluations, report writing, and related duties?

7. Proposed Budget.

Does the proposed budget make sense given the activities planned? Is it within the statewide budget planned at the beginning of the grant cycle?

Safety Focus Areas and Countermeasures

The statewide safety partners work to achieve Pennsylvania's safety goals through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. The following section shows what activities will take place in fiscal year 2014. The information is presented by safety focus area. Each section contains the following information.

Safety Focus Area: The areas of highway safety that will be focused on in FY 2014 are taken from the priorities set in the SHSP and approved by the Safety Advisory Committee.

Problem Identification: A description of the problem using state crash and demographic data that provides justification for including the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Pennsylvania.

State goals: The state goals for each focus area are set in the SHSP. The overall goal for the state is to reduce the base year 2010 5-year average of fatalities by 50% in 20 years. The fatality goal for each program is the same. Each program section contains a statement of the long term goal and a chart showing the 5-year average of fatalities for the type of crash since 2008 and pace fatality reduction should meet to achieve the long term goal. The 2008-2012 bar in each chart shows whether or not last year's goal was met.

Countermeasures: Activities that will be implemented in the next year by the highway safety office and the safety partners are proven effective nationally, have been successful in Pennsylvania, and are appropriate given the data in the problem identification and the resources available. Each countermeasure section contains a description of the activity, who will implement it and where it will be implemented, the funding code and whether funding will be state, federal, or a combination. The specific metrics that will be used to evaluate the activities at the end of the fiscal year and to adjust the program as needed for the next year. Citations to the NHTSA publication "Countermeasures that Work" are included with the countermeasure descriptions (CTW, Chapter: Sections).

Impaired Driving

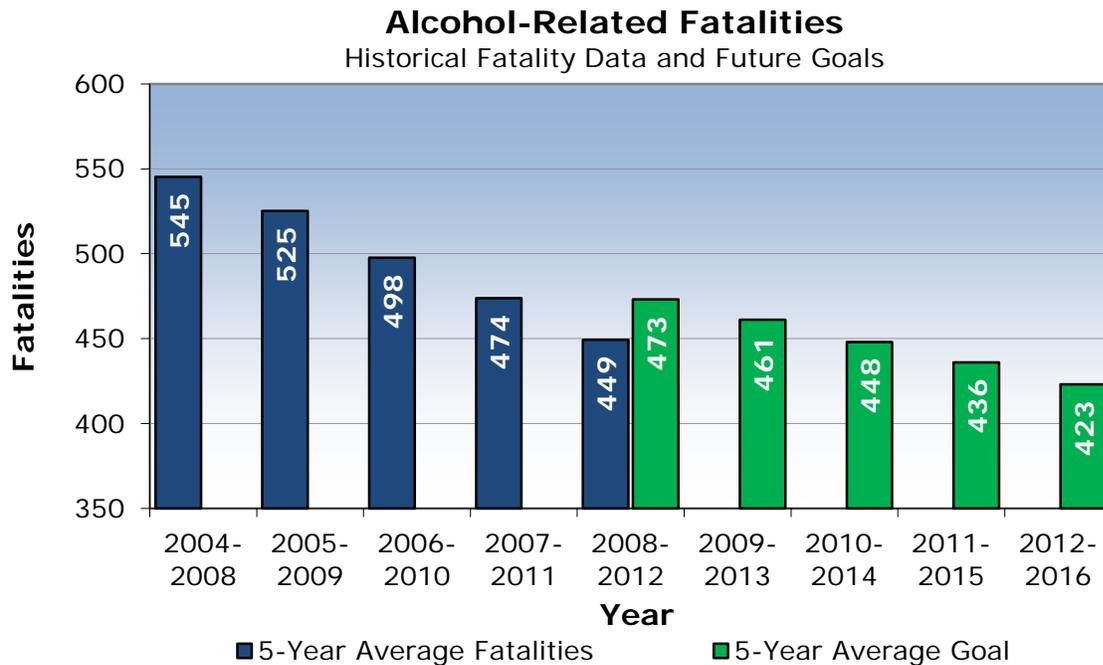
Problem Identification

Reducing the number of impaired driving related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania. According to the PennDOT Crash Records System, there were 392 fatalities in crashes involving at least one drinking driver in 2012, causing the rolling 5-year average to drop from 474 to 449. Fatalities in crashes involving at least one driver influenced by drugs rose in 2012, causing the rolling 5-year average to go from 116 to 118. Fatalities from crashes involving at least one impaired driver (impaired by alcohol or drugs or a combination of both) declined and the rolling 5-year average fell from 549 to 521.

Just over one quarter of the DUI arrests in 2012 were a result of an impaired driving crash, the others were the result of traffic stops. Like other parts of the country, Pennsylvania is experiencing an increase in drugged driver arrests prompted by an increased emphasis on drugged driver enforcement through the DRE program. There were over 17,000 charges in 2012, a 170% increase since Pennsylvania began the program in 2004.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

1. High Visibility Sobriety Checkpoints and High Visibility Saturation Patrols

Over the past several years, PennDOT has distributed approximately four million dollars annually in federal grant funds from Section 410 of the SAFETEA-LU legislation to both state and local police to

conduct high visibility impaired driving enforcement. Grant funded overtime enforcement in 2012 resulted in over 200,000 vehicle contacts. Nearly 3,500 motorists were arrested for impaired driving. (CTW, Chapter 1: Sections 2.1, 2.2, 2.3)

Paid Media (M5HVE-2014-01-14-00 State)

The PennDOT Central Press Office will use state funds to buy media in support of DUI mobilizations.

Pennsylvania State Police (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 Federal)

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.

Municipal DUI Enforcement Programs (M5HVE-2014-02-13-00 Federal; M5HVE-2014-02-14-00 Federal)

PennDOT will offer enforcement grants that will fund over 600 police departments that encompass the road segments with the highest DUI crash numbers statewide. This result in participation from municipalities accounting for over 80 percent of the impaired driving related fatalities in the state. 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. At a minimum, enforcement agencies receiving grant funding are required to participate in the National Crackdown surrounding the Labor Day holiday. Coordination for the events is done via our six Highway Safety Regions and their planning meetings held bi-monthly throughout the year. DUI law enforcement liaisons will ensure police department access to the NHTSA Law Enforcement Action Kit through a password protected website.

Metric: Conduct 550 sobriety checkpoints, 1,500 roving patrols, and 75 Cops in Shops operations between the State Police and municipal police programs

2. Institute for Law Enforcement Education (M5TR-2014-02-13-00 Federal; M5TR-2014-02-14-00 Federal)

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 the training through an MOU with the Department of Education. Each year, more than 4,000 law enforcement personnel receive training under this agreement. (CTW, Chapter 1: Sections 2.1, 2.2, 2.3)

Metric: Hold 30 breath test related trainings

Metric: Perform 20 sobriety checkpoint related trainings

Metric: Train 4,000 law enforcement officers in highway safety related disciplines

Metric: Perform 30 SFST related trainings

3. Enforcement of Drugged Driving (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 Federal)

Train and certify officers in the Drug Recognition Expert (DRE) program. DRE certification enables officers to recognize drugged driving and to properly collect and process evidence. 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 already NHTSA SFST certified. Approximately 6,000 law enforcement officers in Pennsylvania have received ARIDE training. (CTW, Chapter 1: Section 7.1)

Metric: Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses

4. DUI Courts (M5CS-2014-01-13-00 Federal; M5CS-2014-01-14-00 Federal)

PennDOT provides counties with grants for DUI Court to address recidivism. 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. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. In 2014, three DUI Courts will be funded and approximately 100 repeat offenders will be treated. (CTW, Chapter 1: Sections 3.1, 3.2, 3.3, 3.4)

Metric: Fund three DUI Courts

5. Pennsylvania DUI Association Technical Services Program (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 State/Federal)

Alcohol Highway Safety Program (AHSP) – The AHSP is managed by the Pennsylvania DUI Association through a contract PennDOT. The two main components of the AHSP are the Alcohol Highway Safety School (AHSS) and the Court Reporting Network (CRN). All DUI offenders are required to attend AHSS prior to license restoration. The alcohol highway safety school curriculum and the instructors are certified through PennDOT. Through the CRN, DUI offenders are evaluated for alcohol or drugs dependency prior to sentencing. The information collected is presented to the judge prior to determine if drug and alcohol treatment are necessary. PennDOT is tasked with certifying the CRN evaluators.

DUI Law Enforcement Liaisons (LELs) - The LELs under this contract act as a resource for the nearly 50 DUI enforcement grants statewide. Their tasks include 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)

Ignition Interlock - The PA DUI Association provides quality assurance and technical assistance to PennDOT on interlock issues. The Pennsylvania ignition interlock law requires an individual convicted of a second or subsequent DUI offense to have a device installed on each motor vehicle they own for one year before they are eligible to apply for an unrestricted driver's license again. Currently there are over 6,000 Pennsylvania residents with an Ignition Interlock license. In 2012, over 50,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

Metric: Certify 150 AHSS instructors and 250 CRN evaluators

Metric: Fund two DUI Law Enforcement Liaisons

6. Traffic Safety Resource Prosecutor (TSRP) (M5TR-2014-01-13-00 Federal; M5TR-2014-01-14-00 Federal)

The TSRP under this contract acts as both a trainer and legal expert on DUI matters for law enforcement officers and prosecutors statewide. Tasks under this position include trainings ranging from case law to case presentation, and serving as an on-demand resource for legal issues in DUI cases. The TSRP also provides timely opinions on changes in case law stemming from recent DUI court cases.

Metric: Fund one full-time Traffic Safety Resource Prosecutor

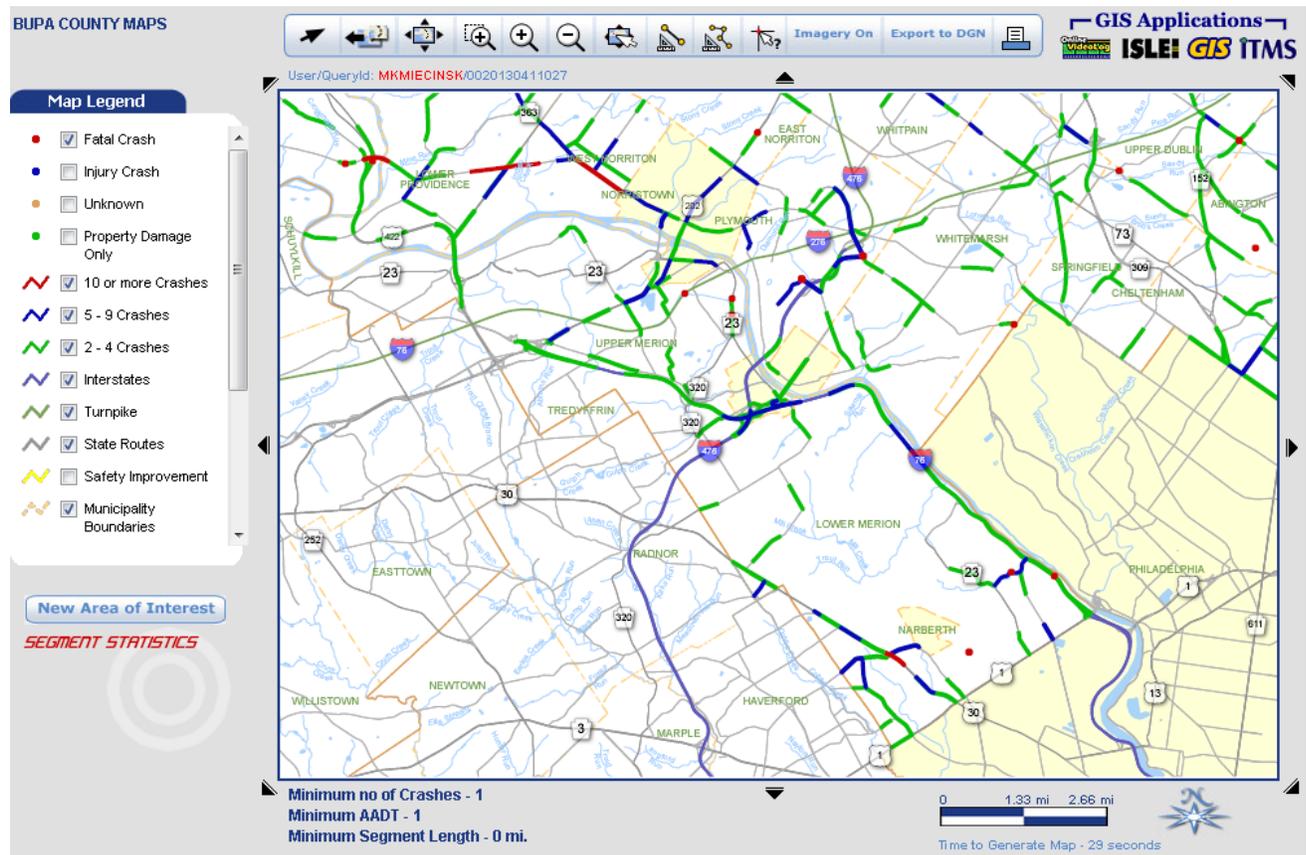
Occupant Protection

Problem Identification

Improve Pennsylvania's overall seat belt use rate

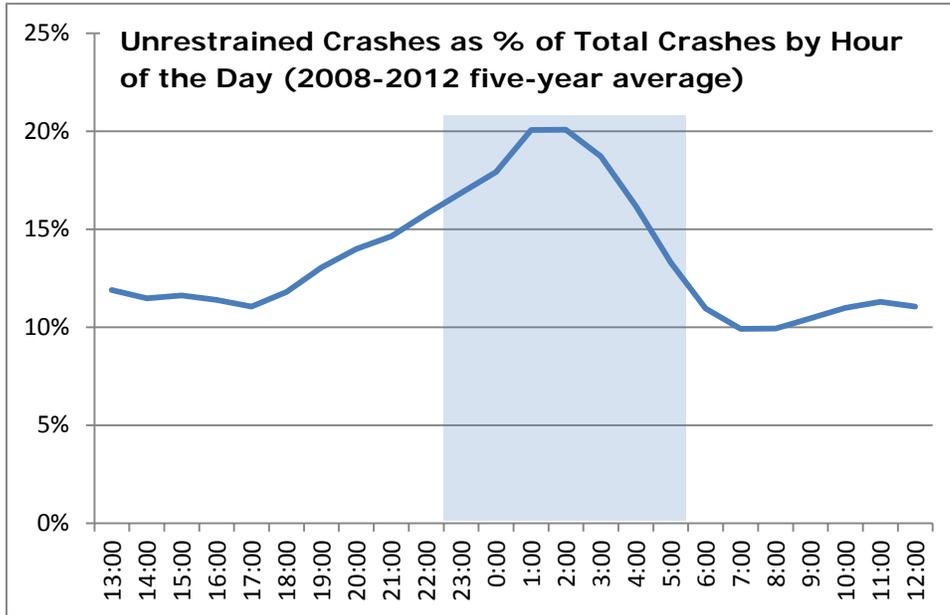
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. 2011 Fatality Analysis Reporting System (FARS) data reports show that at least 57.1% of occupants killed in passenger vehicle crashes in PA were not properly restrained. Between 2008 and 2012, there were 78,161 crashes in Pennsylvania where one or more persons were not wearing a seat belt resulting in 2,554 unrestrained fatalities.

Analysis of statewide unbelted crashes using PennDOT's Crash Data Analysis Retrieval Tool (CDART) has identified roadway segments with high occurrences of unbelted crashes based on 5-year crash data. As an example, the thematic map below shows crashes by road segment in Bucks County. Local police departments and the State Police use this data to target enforcement efforts on roadways with high incidences of unbelted crashes.



Improve seat belt use rate among nighttime drivers

Thirty-three percent of the fatalities and major injuries that resulted from unrestrained crashes occurred between the hours of 10:00 p.m. and 5:00 a.m. The chart below shows unrestrained crashes as a percent of total crashes in Pennsylvania, with nighttime crashes (10:00PM to 5:00AM) shaded. There is a significant increase in unrestrained crashes during this time period.

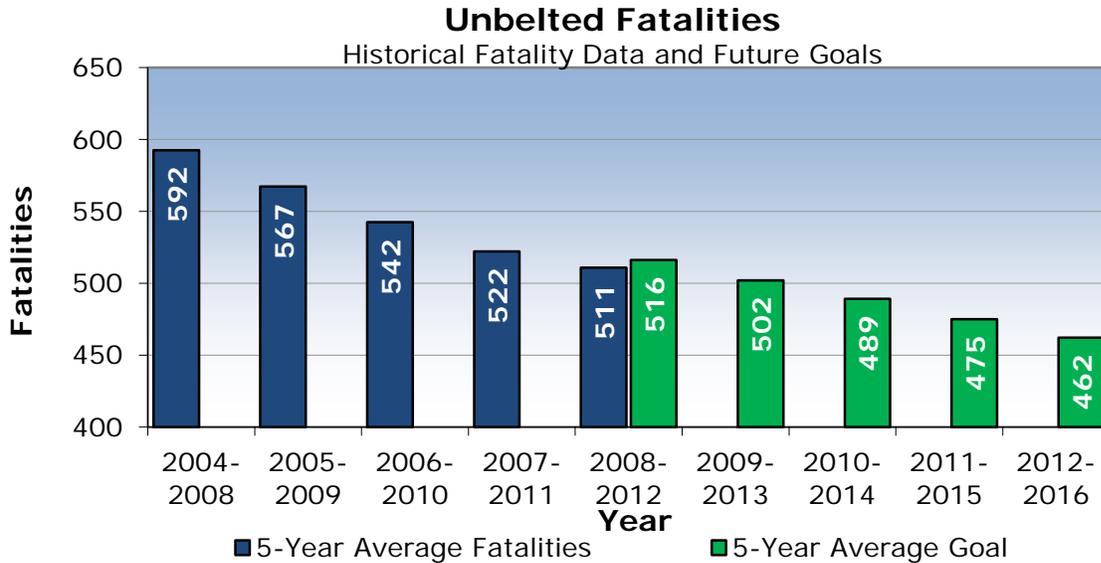


Increase use of proper child restraint

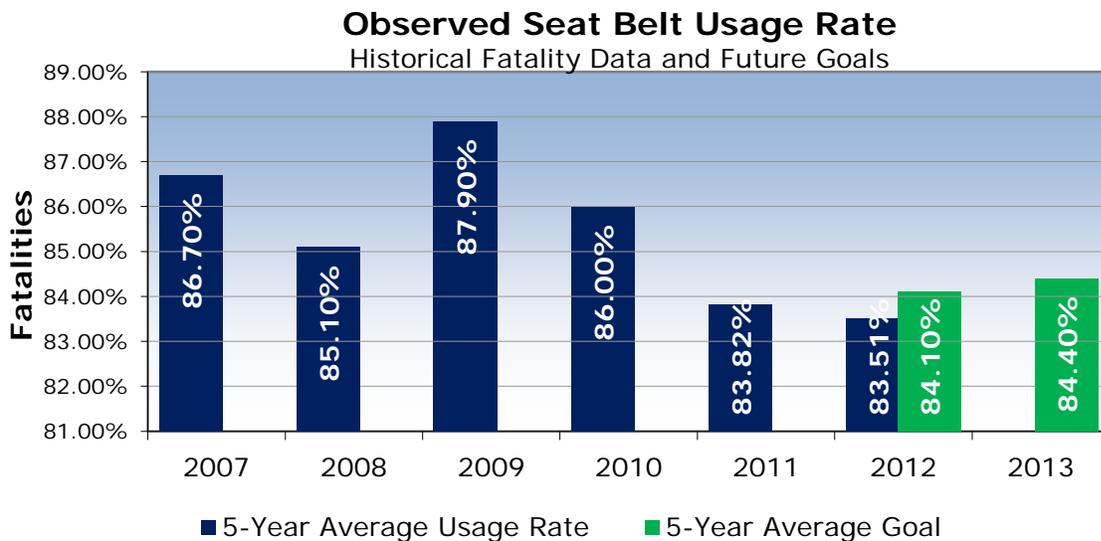
In 2011, 13,758 children 8 years of age and under were involved in those crashes. The data shows that nearly 2,700 of those children were improperly restrained which put them at increased risk for serious injury and death.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Remain on pace to 50% conversion of non-users by 2030 based on the 2010 rate.



Countermeasures

- 1. Periodic Enforcement (Municipal Police OP-2014-01-13-00 Federal; OP-2014-01-14-00 Federal and PA State Police OP-2014-02-13-00 Federal; OP-2014-02-14-00 Federal)**

The PennDOT Highway Safety Office will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for the Thanksgiving 2013 and Memorial Day 2014 mobilizations and for the targeted Teen Seat Belt mobilization. It will also provide data and direction to target the NHTSA paid media buy for Memorial Day Mobilization and other identified campaigns. (CTW, Chapter 2: Sections 2.1, 2.2, 5.1)

Metric: State Police – Participation from all 16 troops of the PA State Police. Issue 12k citations during 2 mobilizations for CIOT.

Metric: Municipal Police – Participation from about 600 departments. Track and evaluate total citations and occupant protection citations; and make over 800,000 contacts during both mobilizations.

Metric: Conduct at least 75 traffic enforcement zones (TEZ) during each mobilization, 150 total for the fiscal year.

2. Sustained Enforcement (Municipal Police and PA State Police)

Municipal police departments requesting funding to participate in the designated mobilization periods are required to complete a pledge form, declaring “Zero Tolerance” for drivers and passengers who ride unbuckled both during funded operations and routine patrols. A “Zero Tolerance” policy during routine patrols ensures a minimum level of sustained seat belt enforcement during non-mobilization periods for the counties covered by the funded departments. Pennsylvania State Police (PSP) policy indicates “[m]embers are strongly encouraged to adopt a zero-tolerance policy towards any violation of the Commonwealth’s seat belt and child passenger restraint laws.” (CTW, Chapter 2: Sections 2.1, 2.2, 5.1)

Metric: Track and evaluate total citations written annually during non-mobilization times.

3. Paid and Earned Media

NHTSA evaluated the effects of the May 2002, 2003, and 2004 CIOT campaigns on belt use in the states. In 2002, seat 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 in 4 states that used limited paid advertising, and increased by 0.5 percentage points in 4 states that used no paid advertising. These results show that highly-visible CIOT campaigns have a greater effect on seat belt use than campaigns that used limited or no advertising. (CTW, Chapter 2: Sections 3.1, 3.2)

Paid Media Plans (M2OP-2014-01-14-00 State) – The PennDOT Central Press Office will use state funds for paid advertising during the May CIOT mobilization in the form of radio messages, online ads, and gas/convenience store advertising targeting males 18-54, night-time drivers, and pickup truck drivers. Statistics have shown these demographics are the least likely to buckle up. There will also be CIOT campaign videos shown in Pittsburgh and Philadelphia high schools.

Earned Media Plans (PennDOT Press Office) - The PennDOT Press Office will provide Earned Media Plans for all three mobilizations and National Child Passenger Safety Week to generate earned media statewide. Some suggested activities to generate earned media will include press releases, public service announcements, and enforcement advisories.

Metric: Provide a comprehensive statewide Earned Media Plan for each mobilization with at least 16 activities for the Memorial Day Mobilization

4. Nighttime (10 PM to 5 AM) seat belt enforcement (Municipal Police OP-2014-01-13-00 Federal; OP-2014-01-14-00 Federal)

All municipal police departments that receive grant funding for mobilizations are required to conduct at least 75% of those enforcement hours at night. Law enforcement agency jurisdictions that contain roadways identified through state data as unrestrained crash and high DUI crash locations and are unable or unwilling to participate in the Impaired Driving Program will be restricted to using grants for the Memorial Day Click It or Ticket Mobilization to fund nighttime overtime enforcement only. Daytime enforcement will not be eligible for reimbursement. (CTW, Chapter 2: Section 2.2)

5. Child Passenger Safety Technician Certification Training (OP-2014-02-13-00 Federal; OP-2014-02-14-00 Federal)

Implement and oversee the administration and the credibility of NHTSA's 32-hour Child Passenger Safety Technician courses, taught statewide. Administer the update/refresher courses, special needs classes, and medical staff trainings. (CTW, Chapter 2: Section 5.1)

Metric: Conduct 15 NHTSA Child Passenger Safety Technician Certification Training Courses, certify 150 new technicians

Metric: Conduct 10 Certification Renewal Courses, renew certification for 35 technicians

Metric: Conduct 30 Technician Refresher Courses, for 350 technicians

6. Child Passenger Safety Fitting Stations (OP-2014-02-13-00 Federal; OP-2014-02-14-00 Federal)

PA State Police the PA State Police will continue to operate a in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians. (CTW, Chapter 2: Section 7.3)

Metric: Perform at least 2,100 car seat checks total during the fiscal year

Metric: Conduct at least 70 separate check-up events during each seat belt mobilization event; inspect at least 500 seats during each mobilization period.

7. Public Education and Outreach Training (OP-2014-02-13-00 Federal; OP-2014-02-14-00 Federal)

Provide educational and training programs to the general public, hospitals, and other private health care providers. (CTW, Chapter 2: Sections 3.1, 3.2, 6.1, 7.1)

Metric: Conduct Hospital Educational Trainings: CME/CMU – 50 courses, 500 participants; non-CME – 15 courses, 200 participants

Metric: Conduct 800 courses, 42,500 participants in schools and for the public

8. Car Seat Loans (M2OP-2014-01-00)

Loan programs are established for low income families, paid for with state funds. (CTW, Chapter 2: Section 7.2)

Metric: Maintain over 101 Car Seat Loaner programs

Aggressive Driving

Problem Identifications

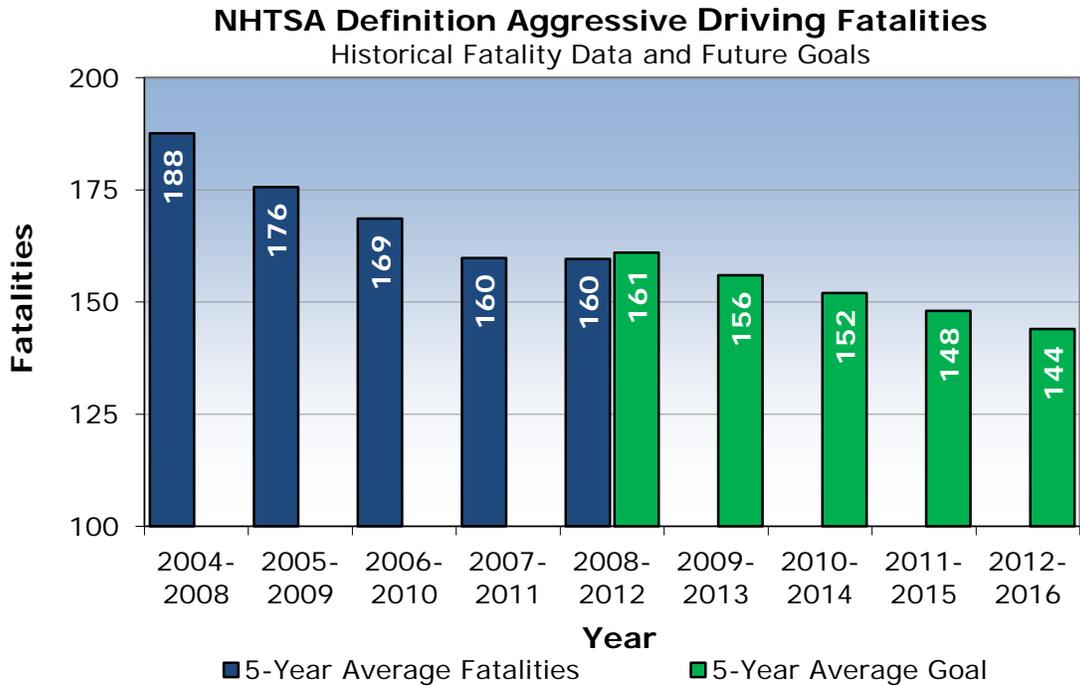
Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Aggressive driving behavior includes speeding, tailgating, red light running, frequent lane changes, failing to yield to the right of way, and passing improperly. In 2012, 751 traffic fatalities on Pennsylvania roadways involved some sort of aggressive driving, equaling 57% of all fatalities. 35% of those aggressive driving fatalities were speeding-related.

It is anticipated that the extra enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, and a lasting change in motorist behavior. Law enforcement agencies in Pennsylvania are provided overtime enforcement funding to implement proven and cost-effective traffic safety enforcement strategies. Speeding and aggressive driving enforcement is provided in specific problem areas.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



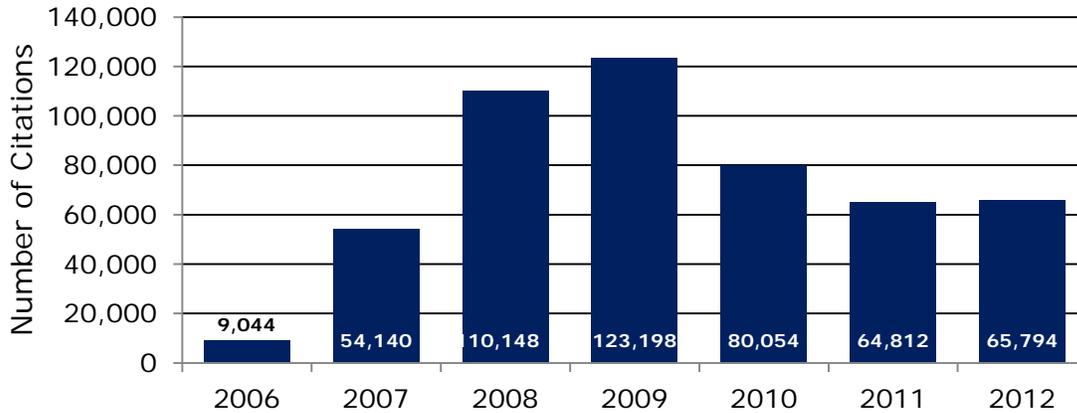


Countermeasures

1. Aggressive Driving Enforcement and Education (PT-2014-03-13-00 Federal; PT-2014-03-14-00 Federal)

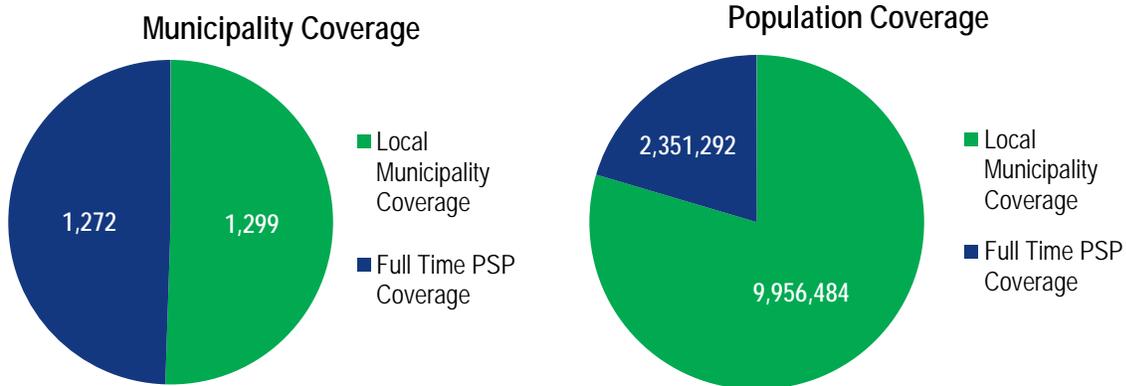
Fiscal year 2014 will mark Pennsylvania's 9th year participating in the Aggressive Driving Enforcement and Education Program. Currently the program is run by the State Police and 350 local police departments. In fiscal year 2014 we would like to maintain the same level of enforcement on the same number of roads. Press events and public awareness outreach reinforces the impact of the enforcement effort. The Highway Safety Office facilitates joint operations between local police departments and State Police; especially with those that need the use of radar because local police in Pennsylvania are prohibited from using radar. Local district judges are made aware of which roads are targeted and when enforcement is being conducted and they also contribute to the reinforcement of the program. (CTW, Chapter 3: Sections 2.2, 2.3, 4.1)

Speeding Citations from Aggressive Driving Enforcement Operations (State Data)



Due to the expenditure of carry forward funds in 2008 and 2009, more funding was available and more enforcement was completed statewide on all projects.

As shown below, 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



Metric: Have every PSP troop participate in Pennsylvania’s Aggressive Driving Enforcement and Education Waves and perform 8,000 hours of overtime enforcement

Metric: Schedule and coordinate earned media events and regional road selection planning meetings.

Metric: Mobilize 350 local police departments to provide enforcement on 400 high aggressive driving crash corridors, reduce three-year average crashes on those corridors by 5%

2. Special Traffic Enforcement Program (STEP) (PT-2014-01-13-00 Federal; PT-2014-01-14-00 Federal)

STEP is a State Police program is designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. STEP operations include speed enforcement using emergency vehicles and motorcycles. STEP enforcement occurs state-wide over the course of the year in data driven locations. Many of the STEP locations overlap with Aggressive Driving Enforcement and Education corridors, “Fines Doubled” Highway Safety Corridors, and Operation Maximum Effort locations. (CTW, Chapter 3: Sections 2.2, 2.3)

Metric: Perform over 8,000 hours of STEP overtime enforcement

3. Operation Maximum Effort (PT-2014-01-13-00 Federal; PT-2014-01-14-00 Federal)

Operation Maximum Effort is a large one time per year effort that usually occurs during the third quarter (April-June) over the course of a weekend. It provides high visibility, aggressive speed enforcement. A secondary objective of this operation is to disrupt illicit activity and identify in-transit criminals. (CTW, Chapter 3: Sections 2.2, 2.3)

Metric: Perform 1 weekend-long enforcement blitz

4. Roosevelt Boulevard Project (PT-2014-02-13-00 Federal; PT-2014-02-14-00 Federal)

Roosevelt Boulevard in Philadelphia is essentially a high-speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. The combination of high speeds, traffic signals, and pedestrians 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. This project will fund 12 month overtime enforcement on the 12.5 mile corridor. (CTW, Chapter 3: Sections 2.2, 2.3)

	2007	2008	2009	2010	2011	2012	Total
Roosevelt Boulevard Traffic Fatalities	9	3	2	2	6	1	23

Metric: Make 2 contacts per hour during overtime enforcement shifts. Make 5,000 total contacts.

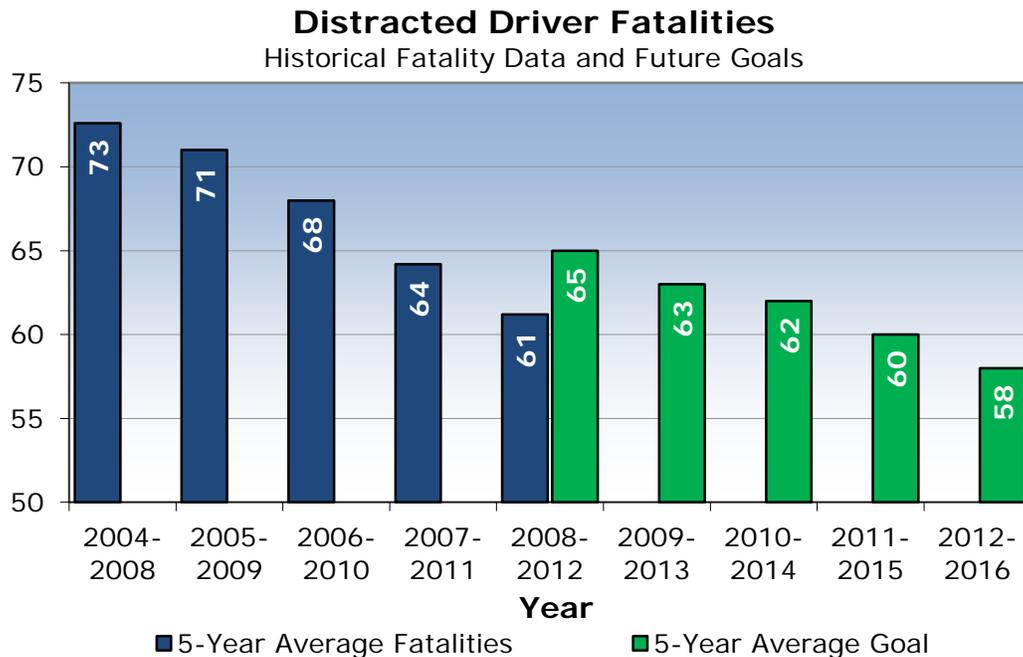
Distracted Driving

Problem identification

State crash data shows a 2.5% increase in known distracted driving crashes and a 9% increase in drowsy driving crashes from 2011 to 2012. It is believed that the actual number of distracted driving crashes is much higher, but many go unreported because the cause is not apparent to the investigating officer. According to Distraction.gov, drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves. Research has shown that driving while using a cell phone reduces the amount of brain activity associated with driving by 37%. Besides texting and cell phone use, 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 distract drivers. Teen drivers have the highest percent of distracted drivers out of any age group. According to Distraction.gov, 11% of all drivers under the age of 20 involved in fatal crashes nationally were reported as distracted at the time of the crash. In 2012, there were 2009 crashes involving a distracted teenage driver in Pennsylvania resulting in 7 fatalities. Over the past five years there was an average of 82 fatalities per year under the distracted/drowsy focus area

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

1. Enforcement (PT-2014-03-13-00 Federal; PT-2014-03-14-00 Federal)

The Aggressive Driving Enforcement and Education campaign will have one wave with a distracted driving theme. Drivers commit aggressive driving actions while distracted. The officers doing the enforcement will be looking for distracted drivers along with aggressive drivers. (CTW, Chapter 4: Sections 1.4, 2.2)

2. Paid Media (M8DDLE-2014-01-14-00 State)

PennDOT Central Press Office will use state funds to conduct a media campaign on distracted driving featuring online and radio advertising. Teen drivers will be the primary target demographic. Distracted driving messages will be incorporated into earned media during the aggressive driving mobilization. (CTW, Chapter 4: Sections 1.4, 2.2)

Metric: Run 1 paid media campaign during Distracted Driving Month (April). Incorporate Distracted Driving message using resources from Distraction.gov into 1 earned media campaign.

3. Community Traffic Safety Program Education and Outreach (CP-2014-02-13-00 Federal; CP-2014-02-14-00 Federal)

Community Traffic Safety Grants will fund driver safety educational events featuring distracting driving and cell phone use while driving in the curriculum, along with other safety topics. The CTSPs will also coordinate with driver education programs to ensure they have a proper distracted driving component. Other community outreach will be done through the distribution of distracted driving brochures, handouts, and other methods of public outreach to employers and community organizations. CTSPs coordinators will be encouraged to do at least one distracted driving educational outreach each quarter of the year including “Drive Safely Work Week” in October. (CTW, Chapter 4: Sections 1.4, 2.1, 2.2)

Metric: Education – Conduct 500 “Survival 101” presentations and 500 “Every 16 Minutes” presentations. Communicate with all drivers’ education instructors.

Metric: Outreach – All Community Traffic Safety Projects will conduct at least 1 distracted driving activity per quarter and participate in “Drive Safely Work Week”

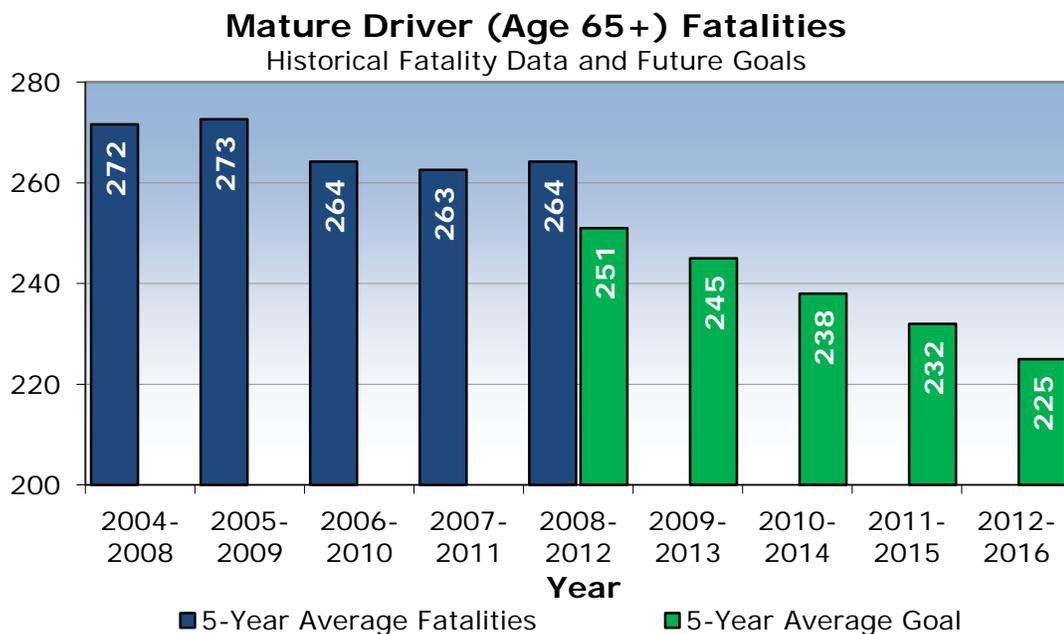
Mature Driver

Problem Identification

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. Mature driver fatalities in automotive crashes totaled 276 in 2012, accounting for approximately 21% of all traffic fatalities in PA.

State Goals

Remain on pace to achieve the 2010 Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030



Countermeasures

1. Mature driver outreach and education (Community Traffic Safety Projects CP-2014-01-13-00 Federal; CP-2014-01-14-00 Federal)

The CTSP's and PennDOT will coordinate regional safety task forces with various local partners to address mature driver issues. They will also offer support to local communities through facilitating CarFit checks, mature driver education classes, educational outreach materials, and enforcement training opportunities. (CTW, Chapter 7: Sections 1.2, 3.1)

Metric: Establish 1 task force for each Pennsylvania highway safety region.

Metric: Along with safety partners, conduct 17 mature driver education classes, 20 CarFIT classes, and 20 Seats and Seniors checks

Metric: Hold 1 training for engineers in road design for mature driver issues

2. Driver Re-Examination (CP-2014-03-14-00 State)

To promote re-examination of mature drivers, a continuing medical education (CME) for course for medical providers is being implemented to broaden their knowledge of Pennsylvania law requiring medical reporting of drivers with medical impairments. State research funding is planned to be used to study whether vision testing for contrast sensitivity should be added as part of the re-examination program.

3. Enforcement Training (RS-2014-01-14-00)

Training for police officers will be conducted to increase awareness of enforcement issues particular to older drivers. The course offered is NHTSA approved.

(CTW, Chapter 7: Section 3.1)

Metric: Conduct 6 NHTSA Older Driver Enforcement Courses.

4. Promote mobility alternatives (PA-2014-01-13-00 Federal; PA-2014-01-14-00 Federal)

Work with Public Transportation on ways to improve awareness of transportation options available to seniors besides driving. (CTW, Chapter 7: Section 1.2)

Metric: Develop 1 outreach material for grantees to disperse at 15 mature driver education classes

Motorcycle Safety

Problem Identification

Motorcycles are becoming more common on the roads. From 2003 to 2012 Pennsylvania saw a 13 percent increase in motorcyclists and a 54 percent increase in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. The majority of multi-vehicle crashes involving a motorcycle over the past four years have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore it is important that drivers be aware of motorcycles sharing the road.

Pennsylvania's motorcycle helmet law was revised 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 state's free-of-charge Motorcycle Safety Program have the option to ride helmetless. In 2012, the number of students trained by the Motorcycle Safety Training Program rose after four consecutive years of falling numbers

Roughly 30% of all motorcycle operators in Pennsylvania involved in a fatal crash had some level of impairment. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing crashes.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

- 1. Share the Road Program (M9MA-2014-01-13-00 Federal, M9MA-2014-01-14-00 Federal/State)**
Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Through the program "Watch for Motorcycles" materials will be produced and

distributed. Paid media with a safety message will be deployed during Motorcycle Safety month in May. PennDOT districts will also display motorcycle safety messages on fixed and variable message boards. (CTW, Chapter 5: Section 4.2)

Metric: Distribute 5,000 “Watch for Motorcycles” stickers

Metric: Distribute 5,000 lawn signs with the help of ABATE (Alliance of Bikers Aimed Toward Education)

Metric: Conduct 2 paid media campaigns: May through September gas pump toppers running; April to June and August through September radio news, traffic and weather sponsorships

2. Rider and Enforcement Training (M9MA-2014-01-14-00 State)

Pennsylvania offers four training courses free of charge at many sites across the state. There are three levels of motorcycle training, Basic Rider Course, Basic Rider Course 2, and Advanced Rider Course, and a 3-Wheeled Basic Rider Course. The advanced course was started with the help of Section 2010 funds in 2012 and is modeled after a military training course. (CTW, Chapter 5: Section 2.1.)

PennDOT will offer training focusing on educating officers on DUI and motorcyclists. Motorcycle DUI tip cards will be produced and distributed. 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 a contact. (CTW, Chapter 5: Section 3.2)

Metric: Increase by 10 percent the overall number of students enrolled in the four training courses

Metric: Provide 20 trainings statewide in FY 2013 and provide DUI tip cards as requested

3. Promote LiveFreeRideAlive.com (M9MA-2014-01-14-00 State)

LiveFreeRideAlive is 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. The site will be promoted at motorcycle events statewide to encourage riders to use the website and practice safe riding habits. (CTW, Chapter 5: Sections 2.1, 4.1, 4.2)

Metric: Attend six motorcycle rallies in calendar year 2013.

Teen Driver Safety

Problem Identification

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. Young drivers (ages 16 – 21) are overrepresented in 2011 total crashes when comparing age groups, as 24.8% of drivers aged 16 – 21 were involved in crashes whereas only 14.3% of drivers aged 22 – 65 were involved in crashes.

The following table shows young drivers (ages 16 – 21) are involved in a higher percentage of multi-vehicle crashes compared to all drivers.

Drivers in Reportable Crashes of Applicable Units* by Age Group and Restraint Usage for 2008-2012

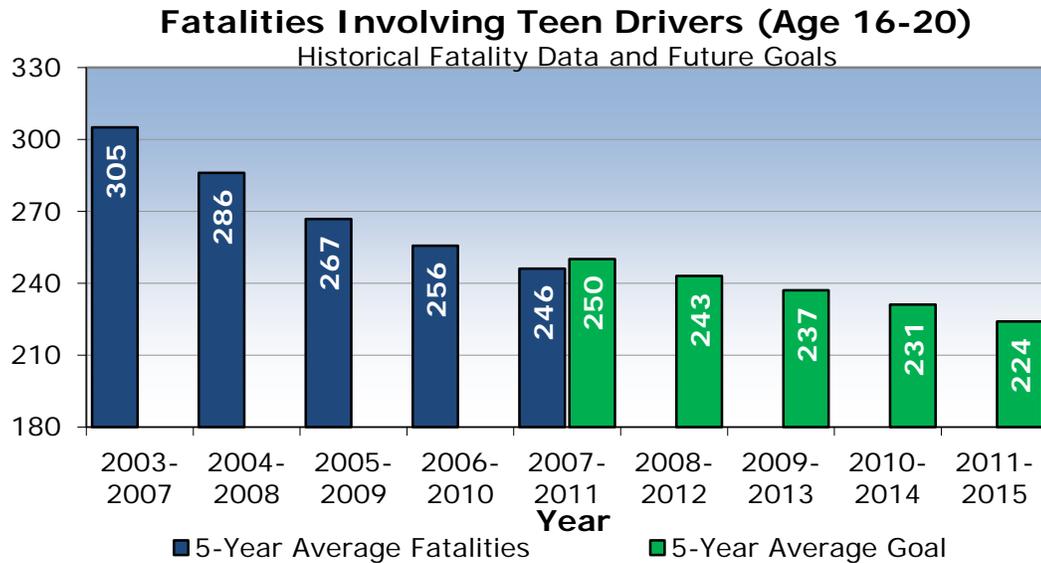
	Restrained	Unrestrained	Other/Unknown	Total	Percent Unrestrained**
16-19	85,730	8,790	11,525	106,045	9.30%
20-24	111,702	14,340	23,025	149,067	11.38%
25-29	80,229	9,390	18,601	108,220	10.48%
30-34	62,276	6,425	14,122	82,823	9.35%
35-39	58,831	5,403	12,213	76,447	8.41%
40-44	62,037	5,185	12,256	79,478	7.71%
45-49	62,828	4,812	11,824	79,464	7.11%
50-54	58,466	3,954	10,411	72,831	6.33%
55-59	48,439	2,888	8,012	59,339	5.63%
60-64	37,248	2,126	5,890	45,264	5.40%
65-69	25,080	1,409	3,823	30,312	5.32%
70-74	17,367	1,062	2,715	21,144	5.76%
75-79	13,931	870	2,040	16,841	5.88%
80-84	11,166	695	1,647	13,508	5.86%
85-89	5,737	358	850	6,945	5.87%
90-94	1,320	97	198	1,615	6.85%
>94	235	18	139	392	7.11%
Total	742,622	67,822	139,291	949,735	8.37%

* Applicable Units include Automobiles, Small and Large Trucks, Vans and SUVs

** Percent Unrestrained is the number of unrestrained drivers where restraint usage is known

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

1. Teen Seat Belt Mobilization (OP-2014-01-13-00 Federal; OP-2014-01-14-00 Federal)

High visibility enforcement and education mobilization aimed at teen drivers through police-driven programs and enforcement at high schools and surrounding communities. Activities will include education programs in high schools, roving patrols, information and minicade informational sites, and earned media. Up to 200 police departments in 49 of the PA's 67 Counties will participate. The total 15-19 population in these counties (according to 2010 U.S. Census Data) is 819,434 or 90.5% of the State's total 15-19 population. (CTW, Chapter 2: Sections 2.1, 3.1, 3.2, 6.1, 7.1)

Metric: Track and evaluate total citations; conduct at least 200 informational and minicade details; and make over 80,000 contacts.

2. Educational Programs for Elementary and High School (CP-2014-01-13-00 Federal; CP-2014-01-14-00 Federal)

PennDOT promotes the use of three school programs: Survival 101, 16 Minutes, and The Back Is Where It's At. These programs are specifically designed to be delivered by a police officer and are intended to create a better understanding of the experience and the relationship between the officer and both student drivers and passengers. All of the programs will be offered to schools in the 2013-14 school year. (CTW, Chapter 6: Sections 2.1, 2.2)

Metric: 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.

Metric: Provide 800 educational programs to schools and contact over 40k students.

3. Teen Driver Safety Program (TSP-2014-01-13-00 Federal; TSP-2014-01-14-00 Federal)

Grant funds will be made available for a dedicated Teen Driver Safety Program. The requirements for the funds include an assessment and evaluation of current programs in Pennsylvania targeted to education and awareness of teen driver safety, promoting partnerships and coordination between existing programs and stakeholders, providing “mini-grant” opportunities to high schools, school groups, and community groups for peer-to-peer teen driver education and prevention strategies, and performing educational outreach to parents/caregivers on all aspects of the graduated driver licensing law. (CTW, Chapter 6: Sections 2.1, 2.2)

Metric: Create a comprehensive resource guide and at least two educational resources for parents/guardians.

Metric: Provide at least 50 mini-grants, make 8,000 contacts with parents/guardians.

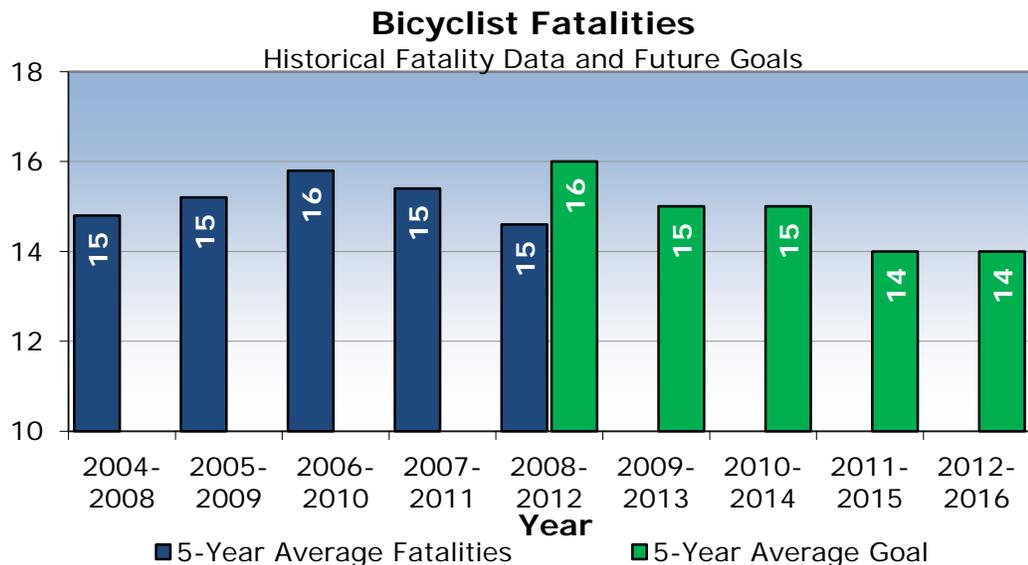
Pedestrian Safety

Problem Identification

Pedestrian safety is an emerging focus area of highway safety. The 5-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years. Pedestrian fatalities make up a significant part of the overall roadway fatalities. Pedestrian safety, which is often paired with bicycle safety, has received a lot of attention at the federal and state level, often spurred by a very active citizen advocate community.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

1. Philadelphia Bike and Pedestrian Safety Program (CP-2014-03-14-00 State)

In 2012, there were 34 pedestrian fatalities and 1,791 pedestrian injuries in the city of Philadelphia. As the largest urban area in Pennsylvania, these fatalities and injuries represent a large part of statewide fatalities and injuries. Reducing traffic fatalities and injuries is one of Philadelphia's top transportation and public health goals. (CTW, Chapter 8: Sections 2.1, 2.3, 4.3, 4.5)



Metric: Facilitate and support at least 1 bike and pedestrian safety campaign in the City of Philadelphia

2. Walkable Community Programs (RS-2014-01-13-00 State; RS-2014-01-14-00 State)

PennDOT has created a methodology that allows traffic safety engineers to quickly identify pedestrian 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. Some of the low cost solutions, such as pedestrian channeling devices, can be funded under this section. (CTW, Chapter 8: Sections 4.1, 4.3)

Metric: Implement 6 Walkable Communities Programs

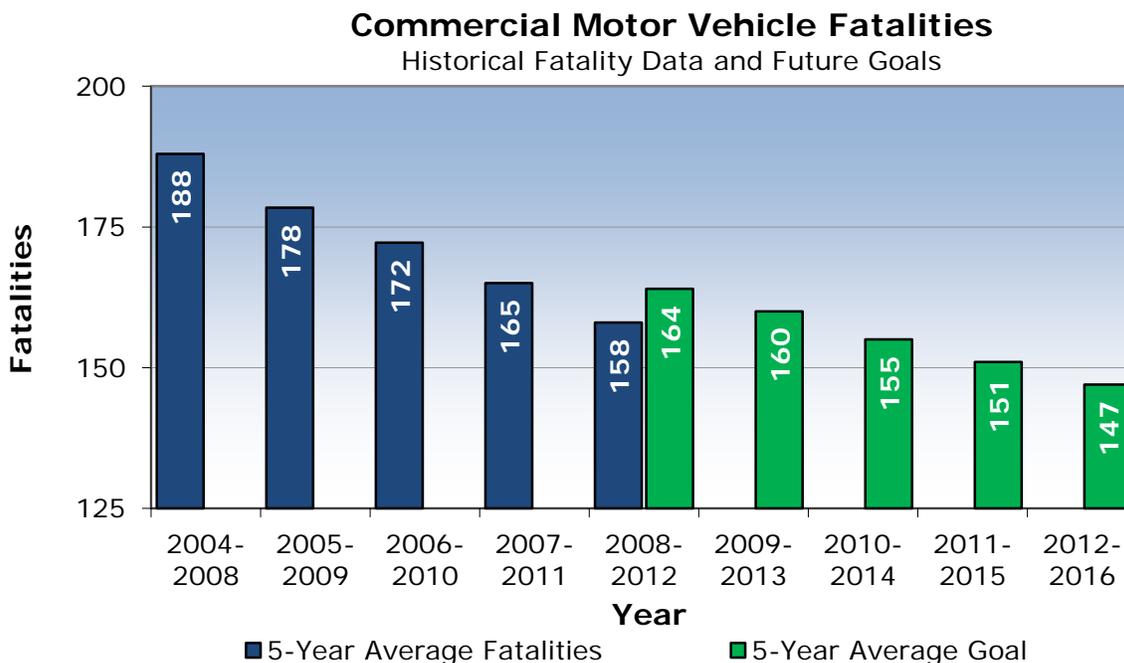
Commercial Vehicle

Problem ID

On average, commercial motor vehicle (CMV) related crashes account for approximately 11% of the total traffic related fatalities, and 7% of the major injuries that occur on Pennsylvania’s roads each year. In conjunction with the Pennsylvania State Police (PSP) and other law enforcement agencies, PennDOT has helped enhance enforcement efforts that target aggressive driving by, and around, heavy trucks. To further help address these behavioral safety concerns we will need to reach out to our CMV communities, and our driving public to better educate a safer interaction on our roads. Pennsylvania has one of the largest trucking industries in the nation with large trucks traveling, approximately, 87.2 million miles annually on our state roadways (FHWA, VM-4, 2011). In 2012, 1 in 8 traffic fatalities in PA were related to a commercial motor vehicle.

State Goals

Remain on pace to achieve the Strategic Highway Safety Plan long term goal of reaching 50% fatality reduction by 2030.



Countermeasures

1. Driver Education and Outreach (DE-2014-01-13-00 Federal; DE-2014-01-14-00 Federal)

Grant funds have been earmarked to assist Pennsylvania’s CMV operators, companies, and other relevant transportation entities with safety outreach. The funding will provide support for a statewide CMV Highway Safety Symposium and other pertinent costs to make the symposium/outreach successful.

Metric: Conduct 1 Commercial Motor Vehicle Safety Symposium

Metric: Increase the number of Level III or driver-only CMV inspections

Metric: Develop 2 outreach materials

Metric: Increase the amount of CMVs with DOT numbers

Metric: Expand CMV inspections that include traffic enforcement/ moving violations as well as inspections conducted on for-hire passenger vehicles.

Metric: Decrease the out of service violation rate for CMVs operating in support of the Marcellus Shale industry

Performance Report

Each fiscal year Pennsylvania publishes the Highway Safety Annual Report to document the progress made during the year on the goals and objectives set by the Highway Safety Plan. The report includes a program funding report, fiscal year goals and objectives, NHTSA funded programs report, and a state and FHWA funded programs report. The full 2012 report can be found at: <http://www.nhtsa.gov/nhtsa/whatsup/SAFETEAweb/pages/AnnualReports.htm>.

The long term goal set by the Pennsylvania Strategic Highway Safety Plan is to reduce by half the base year 2010 5-year average fatalities by 2030. The 2010 5-year average of fatalities was 3,858, which would make the 2030 5-year average goal 1,929. The annual goals for each safety focus area reflect the pace of yearly reduction that would achieve the long term goal. For fiscal year 2012, four of the goals in the seven vital safety focus areas were met and three were not. The goals and results are listed below, based on FARS and Pennsylvania State data:

Speed-related fatalities

Reduce the 5-year average of speed-related fatalities from 290 in 2011 to 282 in 2012.

Goal met: The 5-year average of speed related fatalities was 286.

Alcohol-related fatalities

Reduce the 5-year average of alcohol-related fatalities from 486 in 2011 to 473 in 2012.

Goal met: The 5-year average of alcohol-related fatalities was 474 in 2011.

Seat belt use rate

Increase the 5-year average seat belt use rate from 86.74% in 2011 to 87.08% in 2012.

Goal not met: The 5-year average seat belt usage rate was 83.82% in 2011.

Local road fatalities

Reduce the 5-year average of local road fatalities from 234 in 2011 to 228 in 2012.

Goal met: The 5-year average of local road fatalities was 229 in 2011.

Crash data

Complete all 2011 year crash data by April 2012.

Goal met: All 2011 crash data were completed by April 2012.

Motorcycle fatalities

Reduce the 5-year average of motorcycle fatalities from 210 in 2011 to 205 in 2012.

Goal not met: The 5-year age of motorcycle fatalities was 217 in 2011.

Mature driver-related fatalities

Reduce the 5-year average of mature driver related fatalities from 258 in 2011 to 251 in 2012.

Goal not met: The 5-year average of mature driver fatalities was 263 in 2011.

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Pennsylvania

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 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 Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (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.

NONDISCRIMINATION

(applies to subrecipients as well as States)

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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National 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 seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

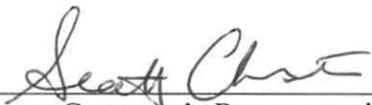
(23 U.S.C. 402(b)(1)(F))

The State will 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 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6/19/13

Date

R. Scott Christie, P.E.

Printed name of Governor's Representative for Highway Safety

Program Cost Summary

As required under 23 CFR § 1200.11(e), program areas and projects to be funded in this plan are summarized in this section.

This information has been generated for planning purposes and does not reflect approved grant projects and awarded funds. Final project and budget approval will be determined during the annual grant selection cycle to be completed prior to October 1, 2013. Revisions to this information will be submitted in accordance with 23 CFR § 1200.11(e); Appendix B.

Fund Balances

Fund balances in this plan are calculated based on prior-year uncommitted funding and projected new federal funds. State funds are estimated and will be adjusted upon approval of the new state fiscal year budget and through routine planning.

Uncommitted Funds

Funds identified as uncommitted in this plan are available for final project negotiations and during future planning efforts pending the conditions of 23 CFR § 1200.41(b)(1).

Unexpended Prior-Year Balances

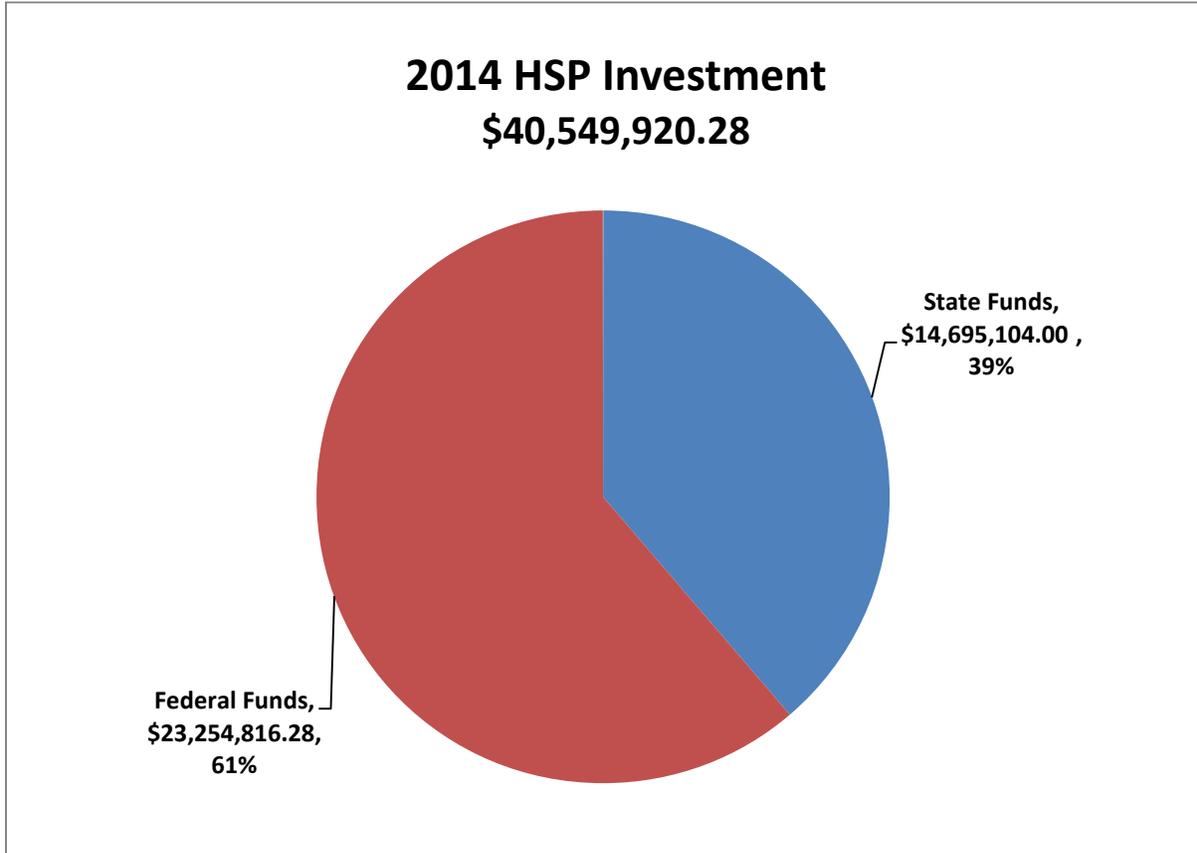
Funds identified during annual fiscal year close-out will be carried-forward in accordance with 23 CFR § 1200.41(b)(3).

Federal Fiscal Year 2014 Highway Safety Program Budget

Program Area	Program Description	CFDA	Approved Program Costs	State Funds	Federally Funded Programs			Federal Share to	
					Previous Balance	Increase/(Decrease)	Current Balance	Local	
PA-2014-00-00-00	Uncommitted S.402	20.600	\$0.00	\$0.00	\$0.00	\$244,009.44	\$244,009.44	\$0.00	\$0.00
PA-2014-01-00-00	Planning & Administration	20.600	\$0.00	\$420,000.00	\$0.00	\$320,000.00	\$320,000.00	\$0.00	\$0.00
PT-2014-01-00-00	PA State Police Traffic Services	20.600	\$0.00	\$3,000,000.00	\$0.00	\$1,900,000.00	\$1,900,000.00	\$0.00	\$0.00
PT-2014-02-00-00	Corridor Safety Enforcement	20.600	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00
PT-2014-03-00-00	Aggressive Driving Enforcement & Education Program (local)	20.600	\$0.00	\$86,350.00	\$0.00	\$1,600,000.00	\$1,600,000.00	\$1,600,000.00	\$1,600,000.00
PT-2014-04-00-00	Dept. Ed Institute for Law Enforcement Training (402)	20.600	\$0.00	\$0.00	\$0.00	\$222,000.00	\$222,000.00	\$222,000.00	\$0.00
CP-2014-01-00-00	PA Community Traffic Safety Projects	20.600	\$0.00	\$0.00	\$0.00	\$2,990,000.00	\$2,990,000.00	\$2,990,000.00	\$2,990,000.00
CP-2014-02-00-00	Traffic Injury Prevention Program	20.600	\$0.00	\$0.00	\$0.00	\$1,100,000.00	\$1,100,000.00	\$1,100,000.00	\$0.00
CP-2014-03-00-00	Public Information & Education	20.600	\$0.00	\$377,569.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	\$0.00
CP-2014-04-00-00	Grant Program Training Needs	20.600	\$0.00	\$70,000.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00	\$0.00
RS-2014-01-00-00	Walkable Communities	20.600	\$0.00	\$228,860.00	\$0.00	\$350,000.00	\$350,000.00	\$350,000.00	\$0.00
OP-2014-01-00-00	Occupant Protection Enforcement & Education Program (local)	20.600	\$0.00	\$0.00	\$0.00	\$460,000.00	\$460,000.00	\$460,000.00	\$460,000.00
OP-2014-02-00-00	PA State Police Occupant Protection	20.600	\$0.00	\$0.00	\$0.00	\$74,000.00	\$74,000.00	\$74,000.00	\$0.00
OP-2014-03-00-00	CPS Program Efforts	20.600	\$0.00	\$0.00	\$0.00	\$96,000.00	\$96,000.00	\$96,000.00	\$0.00
TSP-2014-01-00-00	Teen Traffic Safety	20.600	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$300,000.00	\$0.00
DE-2014-01-00-00	CMV Edu Outreach Seminar	20.600	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
	Subtotal CFDA #20.600 (\$ 402)		\$0.00	\$4,182,779.00	\$0.00	\$9,886,009.44	\$9,886,009.44	\$9,886,009.44	\$5,175,000.00
K9-2014-00-00-00	Uncommitted S.408	20.610	\$0.00	\$0.00	\$0.00	\$259,308.02	\$259,308.02	\$259,308.02	\$0.00
K9-2014-01-00-00	Traffic Records Coordinating Committee Projects	20.610	\$0.00	\$4,770,000.00	\$0.00	\$1,212,500.00	\$1,212,500.00	\$1,212,500.00	\$0.00
	Subtotal CFDA #20.610 (\$ 408)		\$0.00	\$4,770,000.00	\$0.00	\$1,471,808.02	\$1,471,808.02	\$1,471,808.02	\$0.00
M2OP-2014-00-00-00	Uncommitted S.405b	20.616	\$0.00	\$0.00	\$0.00	\$1,990,391.12	\$1,990,391.12	\$1,990,391.12	\$0.00
M2OP-2014-01-00-00	PA State Police - Occupant Protection Enf. & Edu. Program	20.616	\$0.00	\$1,725,000.00	\$0.00	\$600,000.00	\$600,000.00	\$600,000.00	\$0.00
M2OP-2014-02-00-00	Occupant Protection Enforcement & Education Program (local)	20.616	\$0.00	\$0.00	\$0.00	\$819,000.00	\$819,000.00	\$819,000.00	\$819,000.00
	Subtotal CFDA #20.616 (\$ 405b)		\$0.00	\$1,725,000.00	\$0.00	\$3,409,391.12	\$3,409,391.12	\$3,409,391.12	\$819,000.00
M3DA-2014-00-00-00	Uncommitted S.405c	20.616	\$0.00	\$0.00	\$0.00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00	\$0.00
	Subtotal CFDA #20.616 (\$ 405c)		\$0.00	\$0.00	\$0.00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00	\$0.00
M5HVE-2014-01-00-00	PA State Police - Impaired Driving Program	20.616	\$0.00	\$450,000.00	\$0.00	\$1,625,019.58	\$1,625,019.58	\$1,625,019.58	\$0.00
M5HVE-2014-02-00-00	Local Police - Impaired Driving Programs	20.616	\$0.00	\$0.00	\$0.00	\$2,363,664.77	\$2,363,664.77	\$2,363,664.77	\$0.00
M5HVE-2014-03-00-00	PA DUJ Association	20.616	\$0.00	\$891,221.00	\$0.00	\$285,609.50	\$285,609.50	\$285,609.50	\$0.00
M5CS-2014-01-00-00	DUI Court Programs	20.616	\$0.00	\$0.00	\$0.00	\$196,972.07	\$196,972.07	\$196,972.07	\$196,972.07
M5TR-2014-01-00-00	Dept. Ed Institute for Law Enforcement Training (405d)	20.616	\$0.00	\$0.00	\$0.00	\$559,400.68	\$559,400.68	\$559,400.68	\$0.00
M5TR-2014-02-00-00	PA Traffic Safety Resource Prosecutor	20.616	\$0.00	\$0.00	\$0.00	\$177,274.86	\$177,274.86	\$177,274.86	\$0.00
	Subtotal CFDA #20.616 (\$ 405d)		\$0.00	\$1,341,221.00	\$0.00	\$5,207,941.46	\$5,207,941.46	\$5,207,941.46	\$2,560,636.84
M8DDLE-2014-00-00-00	Uncommitted S.405e	20.616	\$0.00	\$0.00	\$0.00	\$400,000.00	\$400,000.00	\$400,000.00	\$0.00
M8DDLE-2014-01-00-00	PA State Police - Distracted Driving Enforcement Program	20.616	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$200,000.00	\$0.00
	Subtotal CFDA #20.616 (\$ 405e)		\$0.00	\$0.00	\$0.00	\$600,000.00	\$600,000.00	\$600,000.00	\$0.00
M9MA-2014-01-00-00	Motorcycle Safety Initiatives	20.616	\$0.00	\$5,276,104.00	\$0.00	\$279,666.24	\$279,666.24	\$279,666.24	\$0.00
	Subtotal CFDA #20.616 (\$ 405f)		\$0.00	\$5,276,104.00	\$0.00	\$279,666.24	\$279,666.24	\$279,666.24	\$0.00
	Total NHTSA		\$0.00	\$17,295,104.00	\$0.00	\$23,254,816.28	\$23,254,816.28	\$23,254,816.28	\$8,554,636.84
	Total FHWA		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total NHTSA & FHWA		\$0.00	\$17,295,104.00	\$0.00	\$23,254,816.28	\$23,254,816.28	\$23,254,816.28	\$8,554,636.84

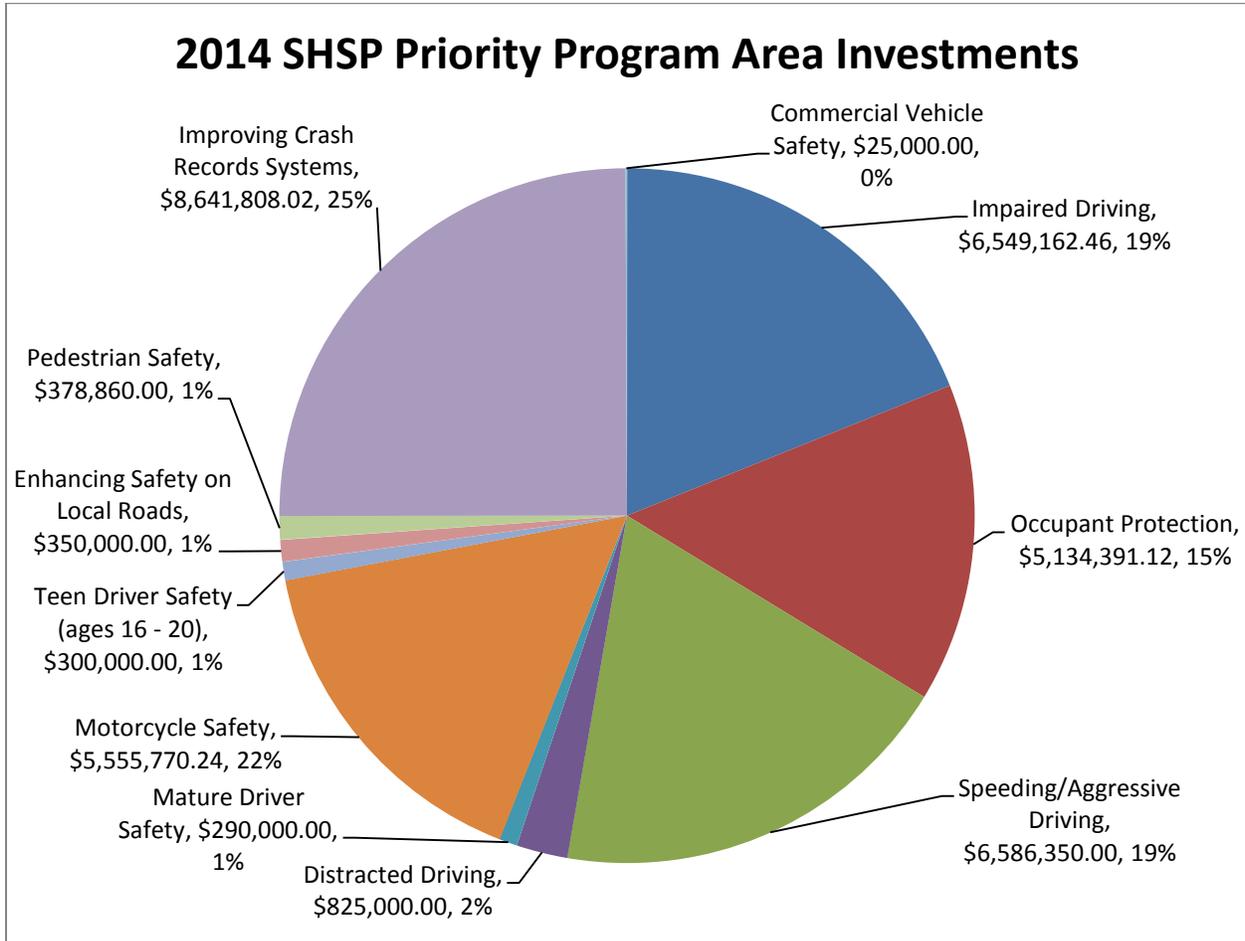
Total Planned Investment

The total planned investment described in this plan will be supported with 39% state and 61% federal funding:



SHSP Priority Program Area Investment

Fund investment by SHSP Priority Program Area is calculated based on the program area SHSP priority ranking and the SAC process. State and federal regulation and legislation also restrict fund use. For example, the Commonwealth's Motorcycle Safety Education Account established under 75 Pa.C.S. § 7905 applies all received motorcycle operator license and permit fees to the costs incurred in administering and conducting motorcycle safety education programs.



HSP Project Number

Please note the following HSP project code breakdown:

Program Area	Program Area	Sequence	Project Number
CP	2014	01 - 13	1
	Fiscal Year	Fund Fiscal Year	

Federal Fiscal Year 2014 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/(Decrease)		
PA-2014-00-00-00	PA-2014-00-00-00	Uncommitted S.402	20.600	\$0.00	\$0.00	\$244,009.44	\$244,009.44	\$0.00
	PA-2014-01-13-00	Planning & Administration	20.600	\$0.00	\$55,955.51	\$55,955.51	\$320,000.00	\$0.00
PT-2014-01-00-00	PT-2014-01-13-00	PA State Police Police Traffic Services	20.600	\$0.00	\$332,235.84	\$332,235.84	\$1,900,000.00	\$0.00
	PT-2014-02-13-00	Corridor Safety Enforcement	20.600	\$0.00	\$1,567,764.16	\$1,567,764.16	\$100,000.00	\$100,000.00
PT-2014-03-00-00	PT-2014-03-13-00	Aggressive Driving Enforcement & Education Program (local)	20.600	\$0.00	\$279,777.55	\$279,777.55	\$1,600,000.00	\$1,600,000.00
	PT-2014-04-13-00	Dept. Ed Institute for Law Enforcement Training (402)	20.600	\$0.00	\$38,819.13	\$38,819.13	\$222,000.00	\$0.00
CP-2014-01-00-00	CP-2014-01-13-01	Uncommitted S.402 (CP-2014-01-00-00)	20.600	\$0.00	\$716,000.00	\$716,000.00	\$716,000.00	\$716,000.00
	CP-2014-01-13-02	CTSP-2014-Allegheny County	20.600	\$0.00	\$33,338.16	\$33,338.16	\$145,000.00	\$145,000.00
CP-2014-01-13-06	CP-2014-01-14-02	CTSP-2014-Bethlehem City	20.600	\$0.00	\$14,254.94	\$14,254.94	\$62,000.00	\$62,000.00
	CP-2014-01-13-03	CTSP-2014-Bucks County	20.600	\$0.00	\$9,426.65	\$9,426.65	\$41,000.00	\$41,000.00
CP-2014-01-13-04	CP-2014-01-14-02	CTSP-2014-Cambria County	20.600	\$0.00	\$18,623.39	\$18,623.39	\$81,000.00	\$81,000.00
	CP-2014-01-13-05	CTSP-2014-Chester County	20.600	\$0.00	\$62,376.61	\$62,376.61	\$99,000.00	\$99,000.00
CP-2014-01-14-06	CP-2014-01-14-05	CTSP-2014-Cumberland County	20.600	\$0.00	\$76,238.08	\$76,238.08	\$145,000.00	\$145,000.00
	CP-2014-01-13-07	CTSP-2014-Erie County	20.600	\$0.00	\$33,338.16	\$33,338.16	\$111,000.00	\$111,000.00
CP-2014-01-13-08	CP-2014-01-14-07	CTSP-2014-Frackville Borough	20.600	\$0.00	\$25,520.94	\$25,520.94	\$111,000.00	\$111,000.00
	CP-2014-01-14-08	CTSP-2014-Indiana University	20.600	\$0.00	\$85,479.06	\$85,479.06	\$197,000.00	\$197,000.00
CP-2014-01-13-10	CP-2014-01-13-10	CTSP-2014-Lackawanna County	20.600	\$0.00	\$45,293.91	\$45,293.91	\$53,000.00	\$53,000.00
	CP-2014-01-13-11	CTSP-2014-Luzerne County	20.600	\$0.00	\$151,706.09	\$151,706.09	\$83,000.00	\$83,000.00
CP-2014-01-13-12	CP-2014-01-13-12	CTSP-2014-Lycoming County	20.600	\$0.00	\$20,232.81	\$20,232.81	\$88,000.00	\$88,000.00
	CP-2014-01-13-13	CTSP-2014-Montgomery County	20.600	\$0.00	\$67,767.19	\$67,767.19	\$81,000.00	\$81,000.00
CP-2014-01-13-14	CP-2014-01-13-14	CTSP-2014-Northumberland County	20.600	\$0.00	\$18,623.39	\$18,623.39	\$85,000.00	\$85,000.00
	CP-2014-01-13-15	CTSP-2014-Philadelphia County	20.600	\$0.00	\$62,376.61	\$62,376.61	\$403,000.00	\$403,000.00
CP-2014-01-13-16	CP-2014-01-13-16	CTSP-2014-Spring Township	20.600	\$0.00	\$19,543.06	\$19,543.06	\$97,000.00	\$97,000.00
	CP-2014-01-13-17	CTSP-2014-Washington City	20.600	\$0.00	\$92,657.09	\$92,657.09	\$136,000.00	\$136,000.00
CP-2014-01-13-18	CP-2014-01-14-17	CTSP-2014-York County	20.600	\$0.00	\$310,342.91	\$310,342.91	\$252,000.00	\$252,000.00
	CP-2014-01-14-18	CTSP-2014-York County	20.600	\$0.00	\$57,939.42	\$57,939.42	\$194,060.58	\$194,060.58

Federal Fiscal Year 2014 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/(Decrease)		
CP-2014-02-00-00	CP-2014-02-13-00	Traffic Injury Prevention Program	20.600	\$0.00	\$192,347.06	\$192,347.06	\$1,100,000.00	\$0.00
	CP-2014-02-14-00		20.600	\$0.00	\$907,652.94	\$907,652.94		
	CP-2014-03-13-00	Public Information & Education	20.600	\$0.00	\$13,114.57	\$13,114.57	\$75,000.00	\$0.00
	CP-2014-03-14-00		20.600	\$0.00	\$61,885.43	\$61,885.43		
CP-2014-04-00-00	CP-2014-04-13-00	Grant Program Training Needs	20.600	\$0.00	\$5,245.83	\$5,245.83	\$30,000.00	\$0.00
	CP-2014-04-14-00		20.600	\$0.00	\$24,754.17	\$24,754.17		
RS-2014-01-00-00	RS-2014-01-13-00	Walkable Communities	20.600	\$0.00	\$61,201.34	\$61,201.34	\$350,000.00	\$0.00
	RS-2014-01-14-00		20.600	\$0.00	\$288,798.66	\$288,798.66		
OP-2014-01-00-00	OP-2014-01-13-00	Occupant Protection Enforcement & Education Program (local)	20.600	\$0.00	\$80,436.04	\$80,436.04	\$460,000.00	\$460,000.00
	OP-2014-01-14-00		20.600	\$0.00	\$379,563.96	\$379,563.96		
OP-2014-02-00-00	OP-2014-02-13-00	PA State Police Occupant Protection	20.600	\$0.00	\$12,939.71	\$12,939.71	\$74,000.00	\$0.00
	OP-2014-02-14-00		20.600	\$0.00	\$61,060.29	\$61,060.29		
OP-2014-03-00-00	OP-2014-03-13-00	CPS Program Efforts	20.600	\$0.00	\$16,786.65	\$16,786.65	\$96,000.00	\$0.00
	OP-2014-03-14-00		20.600	\$0.00	\$79,213.35	\$79,213.35		
TSP-2014-01-00-00	TSP-2014-01-13-00	Teen Traffic Safety	20.600	\$0.00	\$52,458.29	\$52,458.29	\$300,000.00	\$0.00
	TSP-2014-01-14-00		20.600	\$0.00	\$247,541.71	\$247,541.71		
DE-2014-01-00-00	DE-2014-01-13-00	CMV Edu Outreach Seminar	20.600	\$0.00	\$4,371.52	\$4,371.52	\$25,000.00	\$25,000.00
	DE-2014-01-14-00		20.600	\$0.00	\$20,628.48	\$20,628.48		
Subtotal CFDA #20.600 (\$402)				\$0.00	\$9,886,009.44	\$9,886,009.44	\$9,886,009.44	\$5,175,000.00
K9-2014-00-00-00	K9-2014-00-00-00	Uncommitted S.408	20.610	\$0.00	\$259,308.02	\$259,308.02	\$259,308.02	\$0.00
	K9-2014-01-11-00		20.610	\$0.00	\$512,173.12	\$512,173.12	\$1,212,500.00	\$0.00
	K9-2014-01-12-00	Traffic Records Coordinating Committee Projects	20.610	\$0.00	\$700,326.88	\$700,326.88		
Subtotal CFDA #20.610 (\$408)				\$0.00	\$1,471,808.02	\$1,471,808.02	\$1,471,808.02	\$0.00
M2OP-2014-00-00-00	M2OP-2014-00-00-00	Uncommitted S.405b	20.616	\$0.00	\$1,990,391.12	\$1,990,391.12	\$1,990,391.12	\$0.00
	M2OP-2014-01-13-00	PA State Police - Occupant Protection Enf. & Edu. Program	20.616	\$0.00	\$511,370.45	\$511,370.45	\$600,000.00	\$0.00
	M2OP-2014-01-14-00		20.616	\$0.00	\$88,629.55	\$88,629.55		
	M2OP-2014-02-13-00	Occupant Protection Enforcement & Education Program (local)	20.616	\$0.00	\$698,020.67	\$698,020.67	\$819,000.00	\$819,000.00
M3DA-2014-00-00-00	M3DA-2014-00-00-00	Uncommitted S.405c	20.616	\$0.00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00	\$0.00
			20.616	\$0.00	\$2,400,000.00	\$2,400,000.00		
Subtotal CFDA #20.616 (\$405b)				\$0.00	\$3,409,391.12	\$3,409,391.12	\$3,409,391.12	\$819,000.00
M5HVE-2014-01-00-00	M5HVE-2014-01-13-00	PA State Police - Impaired Driving Program	20.616	\$0.00	\$220,897.04	\$220,897.04	\$1,625,019.58	\$0.00
	M5HVE-2014-01-14-00		20.616	\$0.00	\$1,404,122.54	\$1,404,122.54		
	M5HVE-2014-02-13-01	IDP-2014-Abington Township	20.616	\$0.00	\$5,332.86	\$5,332.86	\$39,230.95	\$39,230.95
	M5HVE-2014-02-14-01		20.616	\$0.00	\$33,898.09	\$33,898.09		
M5HVE-2014-02-00-00	M5HVE-2014-02-13-02	IDP-2014-Bucks County	20.616	\$0.00	\$9,999.11	\$9,999.11	\$73,558.03	\$73,558.03
	M5HVE-2014-02-14-02		20.616	\$0.00	\$63,558.92	\$63,558.92		
	M5HVE-2014-02-13-03	IDP-2014-Chester County	20.616	\$0.00	\$7,999.29	\$7,999.29	\$58,846.43	\$58,846.43
	M5HVE-2014-02-14-03		20.616	\$0.00	\$50,847.14	\$50,847.14		
M5HVE-2014-02-14-04	M5HVE-2014-02-13-04	IDP-2014-Hatfield Township	20.616	\$0.00	\$6,666.07	\$6,666.07	\$49,038.69	\$49,038.69
	M5HVE-2014-02-14-04		20.616	\$0.00	\$42,372.62	\$42,372.62		

Federal Fiscal Year 2014 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local	
					Previous Balance	Increase/(Decrease)			
M5HVE-2014-02-00-00	M5HVE-2014-02-13-05	IDP-2014-Haverford Township	20.616	\$0.00	\$0.00	\$5,999.47	\$44,134.82	\$44,134.82	
	M5HVE-2014-02-14-05	IDP-2014-Lower Merion Township	20.616	\$0.00	\$0.00	\$38,135.35	\$49,038.69	\$49,038.69	
	M5HVE-2014-02-13-06	IDP-2014-Montgomery Township	20.616	\$0.00	\$0.00	\$42,372.62	\$49,038.69	\$49,038.69	
	M5HVE-2014-02-14-06	IDP-2014-Philadelphia City	20.616	\$0.00	\$0.00	\$17,331.79	\$127,500.59	\$127,500.59	
	M5HVE-2014-02-13-07	IDP-2014-Pottstown Borough	20.616	\$0.00	\$0.00	\$42,372.62	\$49,038.69	\$49,038.69	
	M5HVE-2014-02-14-07	IDP-2014-West Norriton Township	20.616	\$0.00	\$0.00	\$5,332.86	\$39,230.95	\$39,230.95	
	M5HVE-2014-02-13-08	IDP-2014-Cumberland County	20.616	\$0.00	\$0.00	\$4,666.25	\$34,327.08	\$34,327.08	
	M5HVE-2014-02-14-08	IDP-2014-Dauphin County	20.616	\$0.00	\$0.00	\$29,660.83	\$39,230.95	\$39,230.95	
	M5HVE-2014-02-13-09	IDP-2014-Lebanon County	20.616	\$0.00	\$0.00	\$3,898.09	\$24,519.35	\$24,519.35	
	M5HVE-2014-02-14-09	IDP-2014-Washington Township	20.616	\$0.00	\$0.00	\$12,711.78	\$14,711.60	\$14,711.60	
	M5HVE-2014-02-13-10	IDP-2014-York County	20.616	\$0.00	\$0.00	\$32,663.76	\$240,289.58	\$240,289.58	
	M5HVE-2014-02-14-10	IDP-2014-Allentown City	20.616	\$0.00	\$0.00	\$1,999.82	\$14,711.60	\$14,711.60	
	M5HVE-2014-02-13-11	IDP-2014-Bethlehem City	20.616	\$0.00	\$0.00	\$4,666.25	\$34,327.08	\$34,327.08	
	M5HVE-2014-02-14-11	IDP-2014-Bethlehem Township	20.616	\$0.00	\$0.00	\$2,666.43	\$19,615.48	\$19,615.48	
	M5HVE-2014-02-13-12	IDP-2014-Easton City	20.616	\$0.00	\$0.00	\$3,999.64	\$29,423.21	\$29,423.21	
	M5HVE-2014-02-14-12	IDP-2014-Lehigh Township	20.616	\$0.00	\$0.00	\$4,666.25	\$34,327.08	\$34,327.08	
	M5HVE-2014-02-13-13	IDP-2014-Lower Saucon Township	20.616	\$0.00	\$0.00	\$4,666.25	\$34,327.08	\$34,327.08	
	M5HVE-2014-02-14-13	IDP-2014-South Whitehall Township	20.616	\$0.00	\$0.00	\$4,666.25	\$34,327.08	\$34,327.08	
	M5HVE-2014-02-13-14	IDP-2014-Lackawanna County	20.616	\$0.00	\$0.00	\$5,332.86	\$39,230.95	\$39,230.95	
	M5HVE-2014-02-14-14	IDP-2014-Luzerne County	20.616	\$0.00	\$0.00	\$33,898.09	\$53,942.56	\$53,942.56	
	M5HVE-2014-02-13-15	IDP-2014-Northumberland County	20.616	\$0.00	\$0.00	\$7,332.68	\$308,943.75	\$308,943.75	
	M5HVE-2014-02-14-15	IDP-2014-Old Lycorning Township	20.616	\$0.00	\$0.00	\$38,135.35	\$44,134.82	\$44,134.82	
	M5HVE-2014-02-13-16	IDP-2014-Towanda Borough	20.616	\$0.00	\$0.00	\$1,333.21	\$9,807.73	\$9,807.73	
	M5HVE-2014-02-14-16	IDP-2014-Blair County	20.616	\$0.00	\$0.00	\$3,333.04	\$24,519.35	\$24,519.35	
	M5HVE-2014-02-13-17	IDP-2014-Cambria County	20.616	\$0.00	\$0.00	\$21,186.31	\$24,519.35	\$24,519.35	
	M5HVE-2014-02-14-17			20.616	\$0.00	\$0.00	\$3,999.64	\$29,423.21	\$29,423.21
	M5HVE-2014-02-13-18			20.616	\$0.00	\$0.00	\$25,423.57	\$25,423.57	\$25,423.57

Federal Fiscal Year 2014 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/(Decrease)		
M5HVE-2014-02-00-00	M5HVE-2014-02-13-30	IDP-2014-Cambridge Springs Borough	20.616	\$0.00	\$0.00	\$3,999.64	\$29,423.21	\$29,423.21
	M5HVE-2014-02-14-30		20.616	\$0.00	\$25,423.57	\$3,999.64		
	M5HVE-2014-02-13-31	IDP-2014-Clearfield Borough	20.616	\$0.00	\$1,999.82	\$12,711.78	\$14,711.60	\$14,711.60
	M5HVE-2014-02-14-31		20.616	\$0.00	\$5,999.47	\$38,135.35	\$44,134.82	\$44,134.82
	M5HVE-2014-02-13-32	IDP-2014-Ferguson Township	20.616	\$0.00	\$4,666.25	\$29,660.83	\$34,327.08	\$34,327.08
	M5HVE-2014-02-14-32		20.616	\$0.00	\$1,333.21	\$8,474.52	\$9,807.73	\$9,807.73
	M5HVE-2014-02-13-33	IDP-2014-Hermitage City	20.616	\$0.00	\$1,333.21	\$8,474.52	\$9,807.73	\$9,807.73
	M5HVE-2014-02-14-33		20.616	\$0.00	\$8,474.52	\$1,999.82	\$14,711.60	\$14,711.60
	M5HVE-2014-02-13-34	IDP-2014-Huntingdon Borough	20.616	\$0.00	\$1,999.82	\$12,711.78	\$14,711.60	\$14,711.60
	M5HVE-2014-02-14-34		20.616	\$0.00	\$12,711.78	\$1,999.82	\$14,711.60	\$14,711.60
	M5HVE-2014-02-13-35	IDP-2014-Mifflin County	20.616	\$0.00	\$0.00	\$3,999.64	\$29,423.21	\$29,423.21
	M5HVE-2014-02-14-35		20.616	\$0.00	\$25,423.57	\$3,999.64		
	M5HVE-2014-02-13-36	IDP-2014-Venango County	20.616	\$0.00	\$0.00	\$4,666.25	\$29,660.83	\$34,327.08
	M5HVE-2014-02-14-36		20.616	\$0.00	\$0.00	\$666.61	\$4,903.87	\$4,903.87
	M5HVE-2014-02-13-37	IDP-2014-Warren County	20.616	\$0.00	\$4,237.26	\$4,237.26	\$4,903.87	\$4,903.87
	M5HVE-2014-02-14-37		20.616	\$0.00	\$0.00	\$3,333.04	\$24,519.35	\$24,519.35
	M5HVE-2014-02-13-38	IDP-2014-Baldwin Borough	20.616	\$0.00	\$0.00	\$21,186.31	\$44,134.82	\$44,134.82
	M5HVE-2014-02-14-38		20.616	\$0.00	\$0.00	\$5,999.47	\$44,134.82	\$44,134.82
	M5HVE-2014-02-13-39	IDP-2014-Butler County	20.616	\$0.00	\$0.00	\$38,135.35	\$19,615.48	\$19,615.48
	M5HVE-2014-02-14-39		20.616	\$0.00	\$2,666.43	\$2,666.43	\$63,750.30	\$63,750.30
	M5HVE-2014-02-13-40	IDP-2014-Clarion Borough	20.616	\$0.00	\$0.00	\$16,949.05	\$53,942.56	\$53,942.56
	M5HVE-2014-02-14-40		20.616	\$0.00	\$0.00	\$8,665.90	\$53,942.56	\$53,942.56
	M5HVE-2014-02-13-41	IDP-2014-Gilpin Township	20.616	\$0.00	\$0.00	\$55,084.40	\$53,942.56	\$53,942.56
	M5HVE-2014-02-14-41		20.616	\$0.00	\$0.00	\$7,332.68	\$53,942.56	\$53,942.56
	M5HVE-2014-02-13-42	IDP-2014-Hopewell Township	20.616	\$0.00	\$0.00	\$46,609.88	\$53,942.56	\$53,942.56
	M5HVE-2014-02-14-42		20.616	\$0.00	\$0.00	\$46,609.88	\$53,942.56	\$53,942.56
	M5HVE-2014-02-13-43	IDP-2014-Indiana County	20.616	\$0.00	\$0.00	\$16,949.05	\$19,615.48	\$19,615.48
	M5HVE-2014-02-14-43		20.616	\$0.00	\$0.00	\$8,665.90	\$19,615.48	\$19,615.48
	M5HVE-2014-02-13-44	IDP-2014-Lower Burrell City	20.616	\$0.00	\$0.00	\$55,084.40	\$63,750.30	\$63,750.30
	M5HVE-2014-02-14-44		20.616	\$0.00	\$0.00	\$7,332.68	\$63,750.30	\$63,750.30
	M5HVE-2014-02-13-45	IDP-2014-Moon Township	20.616	\$0.00	\$0.00	\$46,609.88	\$53,942.56	\$53,942.56
	M5HVE-2014-02-14-45		20.616	\$0.00	\$0.00	\$7,332.68	\$53,942.56	\$53,942.56
	M5HVE-2014-02-13-46	IDP-2014-Mt Lebanon Township	20.616	\$0.00	\$0.00	\$7,332.68	\$53,942.56	\$53,942.56
	M5HVE-2014-02-14-46		20.616	\$0.00	\$0.00	\$46,609.88	\$53,942.56	\$53,942.56
	M5HVE-2014-02-13-47	IDP-2014-Peters Township	20.616	\$0.00	\$0.00	\$5,332.86	\$39,230.95	\$39,230.95
	M5HVE-2014-02-14-47		20.616	\$0.00	\$0.00	\$33,898.09	\$39,230.95	\$39,230.95
	M5HVE-2014-02-13-48	IDP-2014-Pittsburgh City	20.616	\$0.00	\$0.00	\$11,998.93	\$88,269.64	\$88,269.64
	M5HVE-2014-02-14-48		20.616	\$0.00	\$0.00	\$76,270.71	\$88,269.64	\$88,269.64
	M5HVE-2014-02-13-49	IDP-2014-Plum Borough	20.616	\$0.00	\$0.00	\$5,332.86	\$39,230.95	\$39,230.95
	M5HVE-2014-02-14-49		20.616	\$0.00	\$0.00	\$33,898.09	\$39,230.95	\$39,230.95
M5HVE-2014-02-13-50	IDP-2014-West Deer Township	20.616	\$0.00	\$0.00	\$7,332.68	\$53,942.56	\$53,942.56	
M5HVE-2014-02-14-50		20.616	\$0.00	\$0.00	\$46,609.88	\$53,942.56	\$53,942.56	
M5HVE-2014-03-13-00	PA DUI Association	20.616	\$0.00	\$0.00	\$38,824.33	\$285,609.50	\$285,609.50	
M5HVE-2014-03-14-00		20.616	\$0.00	\$0.00	\$246,785.17	\$285,609.50	\$285,609.50	
M5CS-2014-01-13-01	HSGP-Columbia County DUI Court	20.616	\$0.00	\$0.00	\$9,371.39	\$68,940.22	\$68,940.22	
M5CS-2014-01-14-01		20.616	\$0.00	\$0.00	\$59,568.83	\$68,940.22	\$68,940.22	
M5CS-2014-01-13-02	HSGP-Lycoming County DUI Court	20.616	\$0.00	\$0.00	\$7,497.11	\$55,152.18	\$55,152.18	
M5CS-2014-01-14-02		20.616	\$0.00	\$0.00	\$47,655.07	\$55,152.18	\$55,152.18	
M5CS-2014-01-13-03	HSGP-Potter County DUI Court	20.616	\$0.00	\$0.00	\$9,906.90	\$72,879.67	\$72,879.67	
M5CS-2014-01-14-03		20.616	\$0.00	\$0.00	\$62,972.77	\$72,879.67	\$72,879.67	

Federal Fiscal Year 2014 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs			Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/(Decrease)	Current Balance		
M5TR-2014-01-00-00	M5TR-2014-01-13-00	Dept. Ed Institute for Law Enforcement Training (405c)	20.616	\$0.00	\$76,042.13	\$76,042.13	\$559,400.68	\$0.00	
	M5TR-2014-01-14-00		20.616	\$0.00	\$483,358.55	\$483,358.55			
	M5TR-2014-02-13-00	PA Traffic Safety Resource Prosecutor	20.616	\$0.00	\$24,097.86	\$24,097.86	\$177,274.86	\$0.00	
	M5TR-2014-02-14-00		20.616	\$0.00	\$153,177.00	\$153,177.00			
Subtotal CFDA #20.616 (\$405d)				\$0.00	\$5,207,941.46	\$5,207,941.46	\$5,207,941.46	\$2,560,636.84	
M8DDLE-2014-01-00-00	M8DDLE-2014-00-00-00	Uncommitted S.405e	20.616	\$0.00	\$400,000.00	\$400,000.00	\$400,000.00	\$0.00	
	M8DDLE-2014-01-13-00		20.616	\$0.00	\$200,000.00	\$200,000.00			
	Subtotal CFDA #20.616 (\$405e)				\$0.00	\$600,000.00	\$600,000.00	\$600,000.00	\$0.00
	M9MA-2014-01-00-00	M9MA-2014-01-13-00	Motorcycle Safety Initiatives	20.616	\$0.00	\$79,666.24	\$79,666.24	\$279,666.24	\$0.00
M9MA-2014-01-14-00		20.616		\$0.00	\$200,000.00	\$200,000.00			
Subtotal CFDA #20.616 (\$405f)				\$0.00	\$279,666.24	\$279,666.24	\$279,666.24	\$0.00	
Total NHTSA				\$0.00	\$23,254,816.28	\$23,254,816.28	\$23,254,816.28	\$8,554,636.84	

APPENDIX C TO PART 1200-
ASSURANCES FOR TEEN TRAFFIC SAFETY PROGRAM

State: Pennsylvania Fiscal year: 2014

The State has elected to implement a Teen Traffic Safety Program - a statewide program to improve traffic safety for teen drivers - in accordance with 23 U.S.C. 402 (m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that-

- The Teen Traffic Safety Program is a separately described program area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 46-48.
- As required under 23 U.S.C. 402 (m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to –
 - Increase seat belt use;
 - Reduce speeding;
 - Reduce impaired and distracted driving;
 - Reduce underage drinking; and
 - Reduce other behaviors by teen drivers that lead to injuries and fatalities.



Signature Governor's Representative for Highway Safety

6/19/13

Date

R. Scott Christie, P.E.

PRINTED name of Governor's Representative for Highway Safety

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Pennsylvania

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6/19/13

Date

R. Scott Christie, P.E.

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # PA FY14 405b OP application.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # PA FY14 405b OP application.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # PA FY14 405b OP application.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # PA FY14 405b OP application.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
PA FY14 405b OP application
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____
PA FY14 405b OP application
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____
8/21/2013
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is Robert Ranieri, Manager, Crash Information Systems and Analysis Unit.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 18 - 20.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 11/19/2010.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on 8/9/2013 and is provided as HSP attachment # PA FY14 405d ID application;
 - OR**
 - For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # PA FY14 405d ID application.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
 - OR**
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
 - OR**
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

*[Fill in **all** blanks below.]*

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # PA FY14 405f MC application.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # PA FY14 405f MC application.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment #
PA FY14 405f MC application _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (Check *one box* below and fill in *any blanks* under that checked *box*.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Pennsylvania

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6/19/13

Date

R. Scott Christie, P.E.

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # PA FY14 405b OP application.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # PA FY14 405b OP application.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # PA FY14 405b OP application.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # PA FY14 405b OP application.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
PA FY14 405b OP application
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____
PA FY14 405b OP application
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____
8/21/2013
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is Robert Ranieri, Manager, Crash Information Systems and Analysis Unit.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # PA FY14 405c TR application or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 18 - 20.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 11/19/2010.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on 8/9/2013 and is provided as HSP attachment # PA FY14 405d ID application;
 - OR**
 - For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # PA FY14 405d ID application.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
 - OR**
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
 - OR**
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

*[Fill in **all** blanks below.]*

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
 - Driver license testing of distracted driving issues:
 - Minimum fine of at least \$25 for first offense:
 - Increased fines for repeat offenses:
 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # PA FY14 405f MC application.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # PA FY14 405f MC application.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # PA FY14 405f MC application.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment #
PA FY14 405f MC application _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.