

# **PENNSYLVANIA**

## **Highway Safety Plan Federal Fiscal Year 2008**



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## Executive Summary

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each State shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes and deaths, injuries, and property damage. In order to secure funding each State must submit to NHTSA a Performance Plan as well as a Highway Safety Plan. Contained in the Performance Plan must be a set of clear and measurable highway safety goals, brief descriptions of the process used in determination of the highway safety problems, and definitions of highway safety goals and performance measures. Activities or how projects will address the highway safety problems must also be explained.

On a yearly basis, the Pennsylvania Department of Transportation (PennDOT) develops a comprehensive Highway Safety Performance Plan, which reflects the goals for safer roadways in the Commonwealth. The Department's Bureau of Highway Safety and Traffic Engineering (BHSTE) is directly responsible for the identification of problems related to both inappropriate driver behavior and potential roadway improvements that can enhance the safety of the motoring public. Although the Performance Plan is specifically developed for the National Highway Traffic Safety Administration (NHTSA) to define how the Commonwealth will utilize federal section 402 highway safety funds, it also includes an explanation of Pennsylvania's total traffic safety efforts. Details involving the utilization of other NHTSA incentive and special funding sections are also included.

One fatality per 100 million vehicle miles traveled by 2008 is the vision of PennDOT. This would equate to approximately 400 lives saved annually in the Commonwealth. Safety has always been one of PennDOT's strategic focus areas (SFA). The programs and activities in this outline of the Highway Safety Performance Plan reflect a substantial broad-based effort designed to meet the ambitious goals set under the SFA.

The Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) has been developed in order to identify priority Safety Focus Areas (SFAs) and strategies to reduce highway fatalities on Pennsylvania roadways. This plan details how the Commonwealth will reduce 400 fatalities per year to reach our goal using a comprehensive approach to highway safety improvement using our best thinking, resources, and partners. The comprehensive approach engaged state and national experts by conducting a highway safety summit to gather input and establish a highway safety steering committee to develop the plan.

The following six SFAs that would have the largest impact on reducing traffic-related fatalities;

1. Reducing Aggressive Driving
2. Reducing Impaired Driving
3. Increasing Seatbelt Usage
4. Safety Infrastructure Improvements
5. Improving the Crash Records System
6. Improving Pedestrian Safety

Recognition of these SFAs will help decide allocation of funding and resources. These areas have been analyzed and prioritized based on their cost effectiveness, potential to save lives, proven success, and acceptability to the public. The execution of the CSHSIP will consist of two teams, the Multi Agency Safety Team (MAST) and the Safety Multi Agency Roads Team (SMART). The MAST will be responsible for the approval of the CSHSIP, oversee the implementation, and enforce accountability of the plan. The SMART will implement the plan by acting as the action teams and task groups which will employ the strategies identified in the plan.

The following focus areas were also identified in the CSHSIP;

7. Enhancing Safety on Local Roads
8. Improving Younger Driver Safety
9. Improving Heavy Truck Safety
10. Reducing Crashes Involving Inattentive or Drowsy Drivers
11. Improving Motorcycle Safety and Increasing Awareness
12. Improving Older Driver Safety and Mobility
13. Improving Bicycle Safety
14. Improving Emergency Response Time
15. Improving Work Zone Safety
16. Reducing Vehicle-Train Safety

## **Introduction**

### **Mission Statement**

**Vision:** One fatality per 100 million vehicle miles traveled by 2008.  
(400 lives annually in PA)

**Mission:** Develop and implement road safety initiatives that lead to the reduction of crashes and fatalities in cooperation with a multi-agency leadership team (the State Multi-Agency Roads Team - SMART) to create one of the safest roadway systems in the country.

Obtaining a fatality rate of 1.21 by 2007 corresponds to 17.2 percent reduction in total traffic-related fatalities from 1525 in 2006 to a total 1,305 by 2007. Reaching the ultimate goal of 1.0 by 2008 equates to approximately 1,150 fatalities. This is a reduction of 400 fatalities from current levels. Our goal is identical to the national goal adopted by the USDOT (FHWA, NHTSA, and Federal Motor Carrier Safety Administration-FMCSA), Governors' Highway Safety Association (GHSA), and the American Association of Motor Vehicle Administrators (AAMVA). The American Association of State Highway and Transportation Officials (AASHTO) has established a new safety goal of reducing 1,000 traffic-related fatalities nationally each year. This goal has not been accepted by the USDOT (FHWA and NHTSA) or FMCSA.

The Department has developed a Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) for Pennsylvania to help reach this goal. This plan is developed using Integrated Safety Management Process (NCHRP 501) which includes the involvement of our partner agencies and stakeholders as we strive to reach our goal.

## **Delegation of Authority**

The Safety Management Division (SMD) of the Bureau of Highway Safety and Traffic Engineering (BHSTE) is the Highway Safety Office and was established as result of the Highway Safety Act of 1966. The location and name of the office has changed over the years. As of November 25, 1992, Executive Order 1987-10 Amended, identified the Deputy Secretary of Highway Administration as the Governor's Highway Safety Representative to carry out the responsibilities and functions of Highway Safety Act of 1986, P.C. 89-564, as amended. It also designated the BHSTE Director as the coordinator of Highway Safety Programs. 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 our 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.

## **Organization and Staffing**

BHSTE is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach a 1.0 fatality rate. All programs will be conducted in accordance with National Highway Traffic Safety Administration (NHTSA) guidelines. The Bureau fulfills its mission through a variety of public information, education, and enforcement efforts. BHSTE provides highway safety information throughout the State. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe that much can be accomplished in promoting safe driving practices.

The Deputy Secretary for Highway Administration, **Richard Hogg, P.E.**, is the Governor's Highway Safety Representative for Pennsylvania. The Director of the Bureau of Highway Safety and Traffic Engineering, **R. Craig Reed, P.E.**, is the Coordinator for Pennsylvania's Highway Safety Program.

The functions of the Highway Safety Program are conducted by the Program Services Section (PSS) of SMD. The Division Chief of SMD is **Girish (Gary) Modi, P.E.** who oversees the activities of the Highway Safety Program as well as the Low Cost Safety Improvement Program and Bicycle/Pedestrian Program for Pennsylvania. Gary is also the operational manager for deploying the Integrated Safety Management System (ISMS) for the development of the Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP).

The Program Services Section consists of one Manager, two Supervisors, four Specialists, and one Clerk-Typist. In addition, the financial functions of the Highway Safety Program are handled by the Fiscal Administration Section, a Budget Analyst and two Fiscal Technicians, of the Division of Risk Management. These positions are outlined below:

**Louis Rader, Transportation Planning Manager** - Manages the planning, administration, fiscal control, and evaluation of the Commonwealth's Highway Safety Program financed through 402 highway safety and other federal and state funds.

**Troy Love, Transportation Planning Supervisor** - Responsible for managing the federally funded Alcohol Highway Safety Program for Pennsylvania. Oversees individual grants to conduct sobriety checkpoints and DUI court, the DUI Technical Services contract; statewide Ignition Interlock Quality Assurance Program, and other alcohol programs and activities. Lead in the preparation of the Annual Highway Safety Performance Plan and Annual Report. Assists with the Department's e-grant system currently in place and oversees any upgrades and enhancements needed to the system. Supervises two Transportation Planning Specialists.

**Thomas Glass, Transportation Planning Supervisor** - Is Responsible for managing the grants administration, including monitoring, Comprehensive Highway Safety Program, Child Passenger Safety Program, Public Information and Education contract activities and enforcement programs. Assists with the Department's e-grant system currently in place and oversees any upgrades and enhancements needed to the system. Is Supervisor of two Transportation Planning Specialists and a Clerk Typist 2.

**Regis Ryan, Transportation Planning Specialist 1** - Provides assistance for the grants administration of the highway safety program. Prepares budget modifications, processes contract and grant reimbursements, and assists with the day-to-day operations of the Community Traffic Safety Program and other programs, including Buckle UP PA and other occupant protection programs.

**Scott Kubisiak, Transportation Planning Specialist** - As Assistant Alcohol Highway Safety Program Manager, compiles all statistical data for the Sobriety Checkpoint Program, assists with the administration of the Sobriety Checkpoint Program, and in the preparation of the 0.08 BAC law report for the State Legislature. Coordinates the Smooth Operator program.

**Nicole Cristini, Transportation Planning Specialist Trainee** - Provides assistance for the grants administration of the highway safety program. Assists with the public information and education contract activities, processes grant reimbursements, and assists with the day-to-day operation of the Community Traffic Safety Program and other occupant protection programs, such as PA Traffic and Injury Prevention Project(PA TIPP) and the Pennsylvania State Police's Occupant Protection Program, as well as the National Child Passenger Safety Program. Assists with the Department's e-grant system currently in place.

**Ryan McNary, Transportation Planning Specialist Trainee** - As Assistant Alcohol Highway Safety Program Manager, monitors the activities of the Technical Services contract, statewide Ignition Interlock Quality Assurance Program, and administration and programmatic operations of the Alcohol Grant Program. Contacts state and local police for the unknown BAC of surviving drivers involved in fatal crashes. Coordinates activities involving Operation Lifesaver.

**Vacant, Budget Analyst 2** - Responsible for the Bureau's state and Federal budgets. Develops and oversees the Highway Safety Program funding through the Federal grants tracking system. Responsible for maintaining a system of tracking all projects approved and costs expended by Program and Task. Oversees the eligibility of program costs and the processing of all grant reimbursement requests. Conducts close-out activities and prepares reports as required by NHTSA.

**Vacant, Fiscal Technician** - Assists the Budget Analyst 2 with the fiscal administration of the Highway Safety Program. Responsible for reviewing, determining eligibility and processing grant reimbursements on all highway safety grants.

**Mark Fausey, Fiscal Technician** - Assists the Budget Analyst 2 with the fiscal administration of the Highway Safety Program. Responsible for reviewing, determining eligibility and processing grant reimbursements on all highway safety grants.

**Jessica Hoover, Clerk-Typist II** - Provides clerical assistance for the Program Services Section. Prepares correspondence and reports; assists with the development of grant packages and approvals; and conducts other functions as required under the program.

#### **Relevant Training**

As indicated below the staff of the Program Services Section regularly participates in NHTSA training opportunities as well as management training offered within the state.

**Lou Rader, Manager of the Program Services Section**, Program Services Section - NHTSA Highway Safety Financial Management Trainings; DUI at 0.08 Training; Time Management Training; and PennDOT Leadership Academy for Supervisors.

**Troy Love, Transportation Planning Specialist Supervisor**, Alcohol Programs, Program Services Section - NHTSA Program Management; NHTSA Data Analysis in Highway Safety Problem Identification and Program Evaluation; NHTSA Financial Seminar, DUI at 0.08; and PennDOT's Effective Presentations and Leadership Academy and The Hiring Toolkit, specifically for PennDOT Supervisors.

**Thomas Glass, Transportation Planning Specialist Supervisor**, LSP-GM, Program Services Section - NHTSA Program Management, NHTSA Financial Seminar, National Association for Pupil Transportation courses #801, and 802, National Safe Kids Campaign National Standardized Child Passenger Safety Training Program.

**Regis Ryan, Transportation Planning Specialist 1**, LSP-GM, Program Services Section - NHTSA Program Management and NHTSA Financial Seminar.

**Scott Kubisiak, Transportation Planning Specialist**, Alcohol Program, Program Services Section - NHTSA Program Management and NHTSA Financial Seminar.

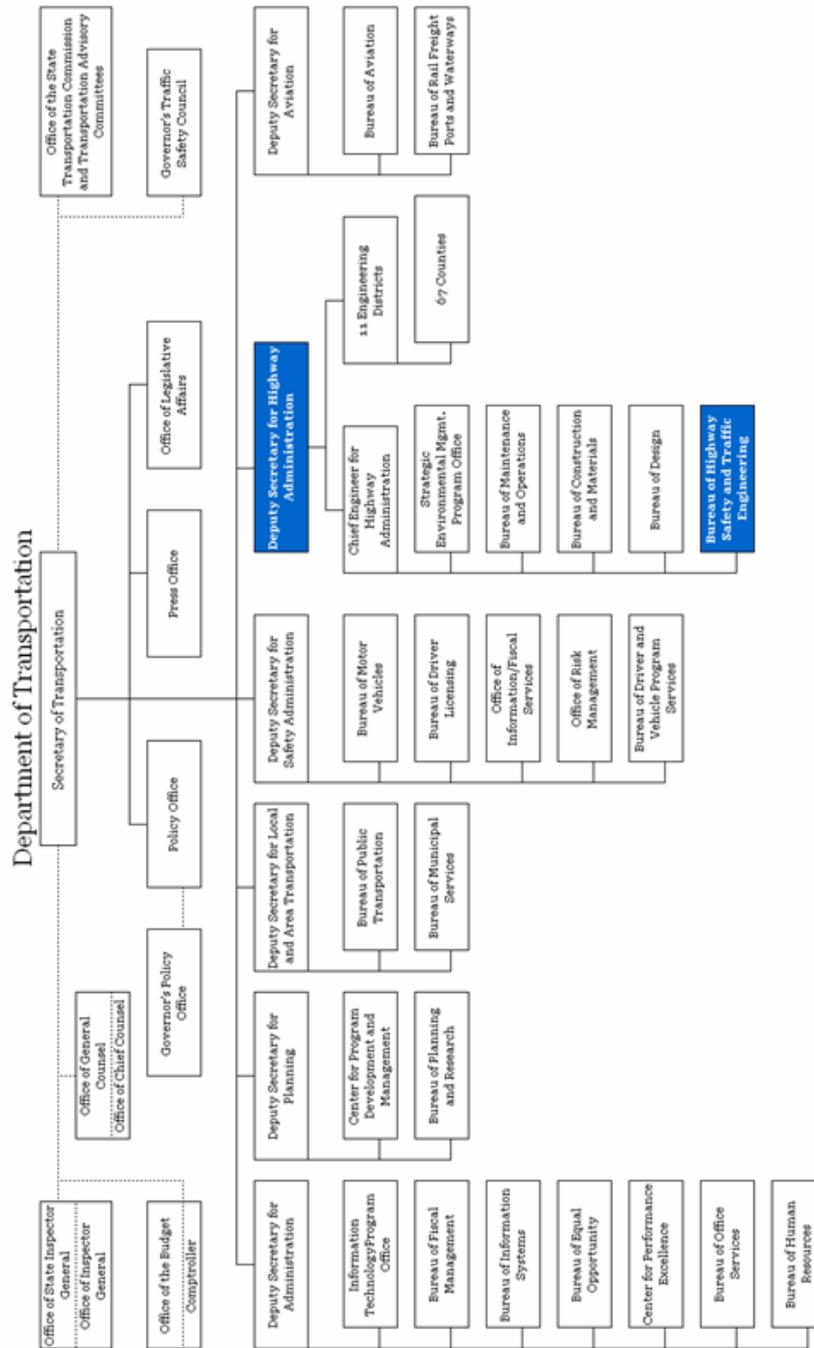
**Nicole Cristini, Transportation Planning Specialist Trainee**, LSP-GM, Program Services Section – National Standardized Child Passenger Safety Training.

**Ryan McNary, Transportation Planning Specialist Trainee**, Alcohol Programs, Program Services Section - No training to report.

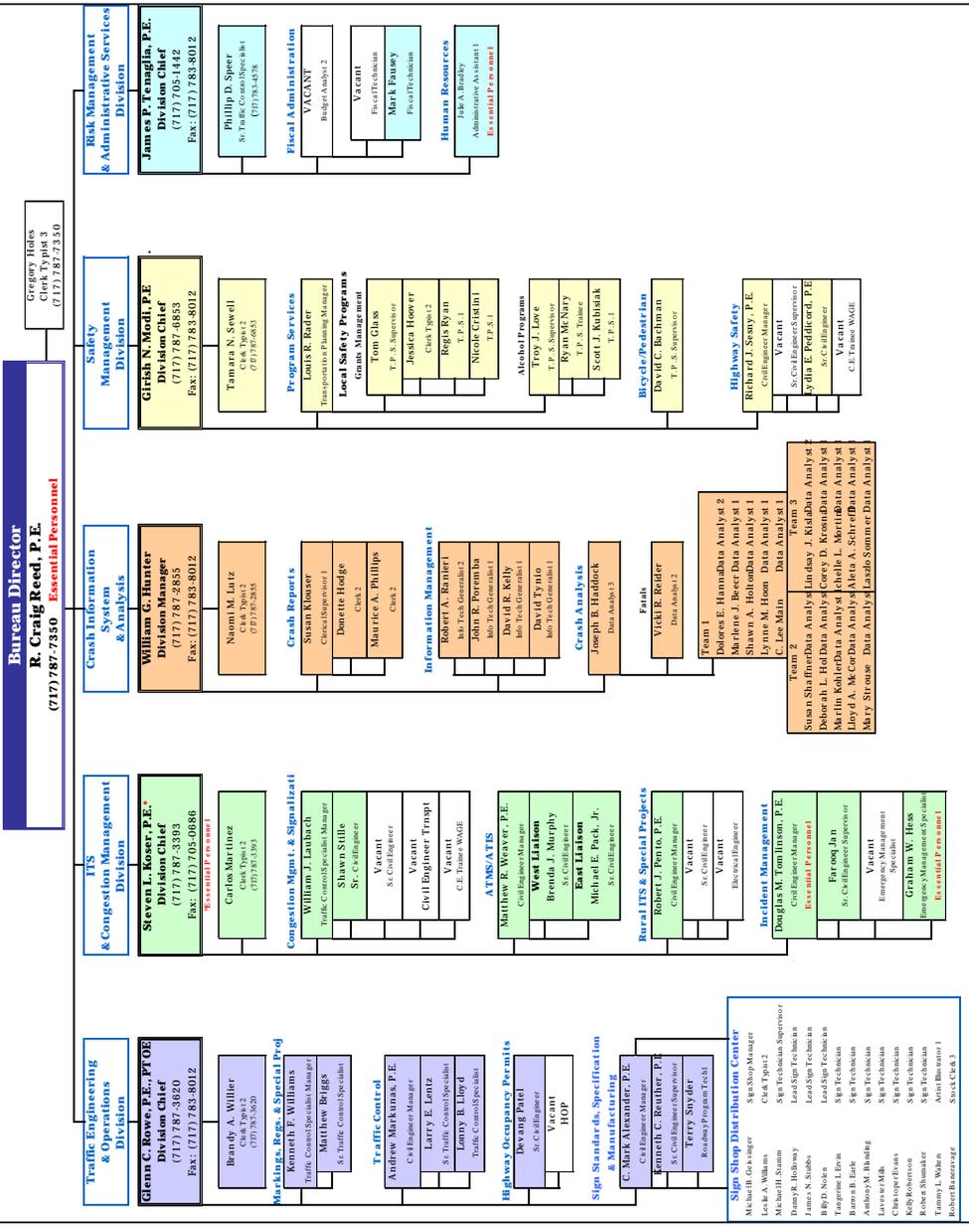
**Vacant, Fiscal Technician**, Fiscal Administration – No training to report.

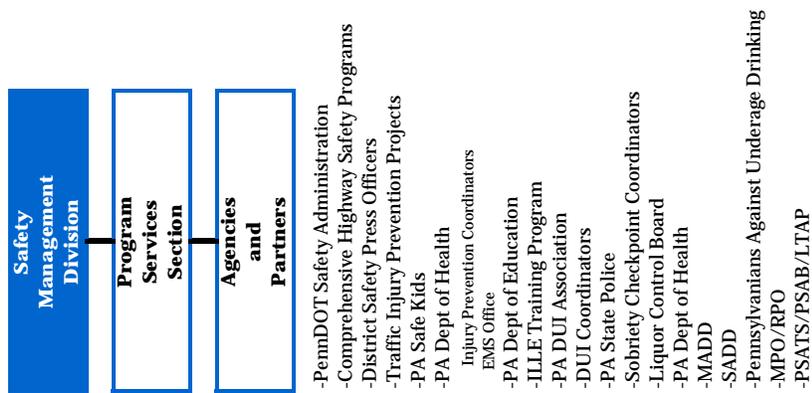
**Mark Fausey, Fiscal Technician**, Fiscal Administration – NHTSA Financial Management Training.

**Jessica Hoover, Clerk Typist 2**, Program Services Section - No training to report.



# Bureau of Highway Safety & Traffic Engineering Organization Chart





## Statewide Demographics

Pennsylvania is the 6<sup>th</sup> most populous state in the nation and has a population per square mile of 274. The state is 44,817 square miles, is comprised of 67 counties, and ranks 32<sup>nd</sup> in size. Pennsylvania largest cities include Philadelphia, Pittsburgh, Allentown, and Erie. Thirty-three percent of the state's 120,000 miles of roadways are state owned and the remaining 80,000 miles, 67 percent, are local roads. Rural roads make up 71 percent of the state's roadways and the remaining 29 percent are classified as urban.

According to the US Census Bureau the population of Pennsylvania was 12,440,621 in the year 2006. Approximately 86% of the population is Caucasian, 10% African-American, 4.1% Hispanic, 2.2% Asian/Pacific Islander, and less than 1 percent Native American. Pennsylvania's population has increased 1.3 percent from 2000 to an estimated 12,440,621 people in 2006. The US Census Bureau predicts the population of Pennsylvania will reach 12.5 million by the year 2015.

The demographics of Pennsylvania show females slightly outnumber males, 51.7 to 48.3 percent. People age 65 and older comprise 15.6 percent of the 2000 population. In addition, people of legal driving age encompass 78.9 percent of the total population in 2000.

### Motor Vehicle Data

	Licensed Drivers (millions)	Registered Vehicles (millions)	VMT (millions)
1997	8.318	9.692	98.3
1998	8.405	9.842	100.4
1999	8.478	9.901	102.5
2000	8.229	10.085	102.4
2001	8.226	10.630	103.5
2002	8.324	10.520	104.8
2003	8.370	10.768	106.1
2004	8.430	10.921	107.2
2005	8.489	11.058	107.9
2006	8.556*	11.086	Not Available

\* As of December 2006

### Law Enforcement

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

### Medical Community

There are 265 hospitals, 109 ambulatory surgery centers in PA. Of those facilities, there are 190 hospital emergency departments and 27 accredited trauma centers.

### Workforce

Pennsylvania has a workforce of over 6 million people. Medical corporations such as UPMC Health System, Penn State Geisinger Health, and Blue Cross/Blue Shield are some of Pennsylvania's largest employers. The Commonwealth of Pennsylvania is also one of the state's leading employers with a workforce of more than 30,000. Over 850,000 people are employed by some type of manufacturing company. Some of the commonwealth's major manufacturers are Hershey Foods Corp, Merck & Co Inc, Wyeth Pharmaceuticals, General Electric Co Inc, Boeing Co, Air Products & Chemicals Inc, GlaxoSmithKline, Unisys Corp, United States Steel Corp, and Medtronic Inc.

### **Elected Officials**

The Governor of Pennsylvania, Edward G. Rendell (D), was inaugurated January 21, 2003 and re-elected in 2006. Pennsylvania's Lieutenant Governor is Catherine Baker Knoll (D). The General Assembly consists of the House of Representatives and the Senate. There are 101 Republican and 102 Democratic seats in the House. The Senate is comprised of 29 Republican and 21 Democratic seats. The Pennsylvania United States Congressional Delegation is comprised of two Senators, Arlen Specter (R) and Robert Casey Jr. (D). There are 21 Congressmen representing Pennsylvania, 9 Republicans and 12 Democrats.

### **Legislative and Major State Issues**

There has been legislative discussion in Pennsylvania regarding a primary seatbelt law, allowing the use of radar by local police departments, and automated enforcement.

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

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

## **Highway Safety Plan**

### **Summary of Goals**

The highway safety goal of PennDOT is reaching a fatality rate of 1.0 by the year 2008. (See Appendix A, pg. 51) Education, enforcement, and engineering tools will be implemented in obtaining the 1.0 fatality rate. Pennsylvania's fatality rate for 2006 was 1.41. Pennsylvania's fatality rate goal is for 2007 was 1.21. The CSHSIP has identified six priority SFAs to improve safety in the state and to reach the goal.

1. **Reducing Aggressive Driving (incl. Speeding Related)** - Approximately 59% of all 2006 fatalities in Pennsylvania involve aggressive driving. Of the 830 fatal crashes in PA in 2006, 11% were speed-related. As the speeding convictions are

going down, the average speed on our interstate highways is going up. Our goal is to reduce speed-related fatalities from 322 in 2006 to 190 in 2007, and 176 in 2008.

Starting in June of 2006 Pennsylvania joined the Smooth Operator program with the neighboring states of Maryland, Virginia, and the District of Columbia. Smooth Operator is a public safety initiative, which aims to provide education, information and solutions for the problem of aggressive driving. Pennsylvania's participation in the first year was limited to a pilot effort conducted in 11 counties to evaluate the effectiveness. This program has been so successful, that it was expanded to include the entire state of PA and 4 Waves are being conducted in 2007, and 3 waves in 2008.

2. **Reducing Impaired (DUI) Driving** - A major goal of PennDOT is to reduce alcohol related fatalities by 27 percent by 2008. The goal is to reduce alcohol-related fatalities 21 percent by 2007 from the 1999-2003 average of 558, and 27% by 2008. Impaired drivers continue to be involved in a high percentage of crashes and fatalities (approximately 36 percent) around the state. With highly visible and sustained DUI enforcement activities in connection with newer DUI legislation, Pennsylvania should be able to achieve its goal.
3. **Increasing Seatbelt Usage** - Increasing the rate of properly restrained drivers and passengers is a top priority for Pennsylvania. NHTSA estimates show that for every 1 percent increase in usage in Pennsylvania, we can expect 8 to 12 lives to be saved annually. We believe the 2006 usage rate of 86.3 percent can be raised to 90 percent by 2008 by continuing the "Click It or Ticket" initiative, which includes high-visibility enforcement in conjunction with public information and education.
4. **Infrastructure Improvements (Roadway Departure and Intersection Crashes)** - These improvements include the reduction of hit fixed object crashes, run off the road crashes, and head on or cross median crashes, as well as the improvement of intersection safety. These engineering improvements include items such as relocation of hazardous utility poles, protection of bridge end walls, installation of rumble strips, and improvement in intersection geometry.
5. **Improving the Crash Records System and other Information/Decision Support Systems** – Pennsylvania's goal is to complete all 2007 year crash data by April 2008. Currently, Pennsylvania is up to date on crash reports entered.

The following goals are set by PA under this initiative:

- In the first year
  - have an active TRCC
  - develop a multi-year strategic plan
  - indicate how deficiencies were identified
  - show progress in implementing the plan

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- indicate how the funds will be spent
- submit a progress report
- Subsequent years
  - certify a TR assessment in past 5 years certify TRCC operational and supports plan
  - demonstrate measurable progress and submit progress reports

Pennsylvania deployed CDART (Crash Data Analysis and Retrieval Tool) in November 2005 to help PennDOT staff get crash data analysis capabilities at their individual work stations. There were a total of 4 revisions made to the CDART system in 2006, 2 revisions for the present year of 2007, and one revision is scheduled for 2008. Since its inception, there have been approximately 140 individuals trained as CDART users.

6. **Improving Pedestrian Safety** - Pedestrian fatalities represent 10% of highway fatalities in PA, on average. Pedestrians are legitimate roadway users but are sometimes overlooked in the building and remodeling of transportation systems. Whether building new infrastructure or renovating existing facilities plans should be made to accommodate pedestrians and other special users of the transportation system.

Strategies for improving pedestrian safety will include, but not limited to, the implementation of safe-crossing designs for mid-block crossings, deployment of yield to pedestrian channelizing devices, and Hometown Streets and Safe Routes to School programs.

## Grant Selection Process

In 2005/2006 Pennsylvania developed a Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) to identify priority Safety Focus Areas (SFAs) and strategies in order to meet the goal set by the Commonwealth for the reduction of the fatality rate to 1.0 per 100 million VMT by 2008. The five year baseline fatality rate is 1.52 fatalities per 100 million VMT. To meet the goal, PA will have to reduce the fatality rate by over one-third. This equates to a savings of over 400 lives per year by 2008 from the current five-year average rate of 1,560 fatalities.

This plan is based on the legislative requirements of the Safe, Accountable, Flexible and Efficient Transportation Equality Act (SAFETEA-LU). The CSHSIP is a reliable source of information for developing the Highway Safety Plan and establishing grant priorities. The draft CSHSIP is shared with the Safety Advisory Committee (SAC) to provide guidance to develop the grant program. Some of the members of the SAC are also part of the Safety Steering Committee who worked on the development of the CSHSIP. The SAC was established in March 2003 by the Program Management Committee (PMC) to provide input into the development of the Highway Grant Safety Program.

Pennsylvania's approach for developing the CSHSIP was to engage state and national experts by conducting a 1) Highway Safety Summit to gather general input and 2) establish a Highway Safety Steering Committee to develop a draft CSHSIP. Safety partners from both public and private sectors contributed to the development of the plan. A Highway Safety Steering Committee (HSSC) developed the draft CSHSIP, approximately 35 people from different organizations were involved. Each of the AASHTO safety emphasis areas were studied and prioritized. In addition, the committee identified strategies, owners and measures that will be useful by the Multi-Agency implementation teams.

Six priority Safety Focus Areas (SFAs) were chosen by Pennsylvania's key highway safety partners. These are the six areas that offer the highest potential for lives saved and to reach the 1.0 fatality per 100 million VMT goal. See the six SFAs below:

1. Reducing Aggressive Driving
2. Reducing Impaired (DUI) Driving
3. Increasing Seatbelt Usage
4. Safety Infrastructure Improvements
5. Improving the Crash Records System
6. Improving Pedestrian Safety

In addition to these six SFAs, ten additional ones are also identified and will continue to be implemented in that they all contribute to saving lives.

The Safety Advisory Committee (SAC) members, and ultimately the Program Management Committee (PMC), approve the state's overall highway safety program (HSP). The HSP shows the total amount of federal funds that will be committed to each

program. The SAC provides a broad perspective in the alignment of soft side highway safety programs across all critical safety partners in PA. Soft side highway safety programs are generally considered to be those that are related to programmatic or behavioral highway safety issues. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Hard side safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Hard side safety programs are identified in the PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan. In overview, the 2007 soft side programming funded through SAFETEA-LU legislation involved the following program focus areas:

1. Increasing occupant protection use
2. Child passenger safety
3. Various programs to reduce alcohol related crashes and fatalities
4. Motorcycle education and training
5. Crash data improvement program
6. Reduce racial profiling

Once approved and implemented, all projects are monitored on a regular basis. Project directors are required to submit a quarterly report indicating activities and progress. Reports are requested on standard quarters; October to December, January to March, April to June, and July to September. Annual reports are also requested for identified projects. In addition to quarterly reports, the sobriety checkpoint projects are required to submit event data as it occurs or monthly.

All highway safety grants are reimbursable in nature, meaning that the agency must first incur all costs and then request reimbursement. In order to be reimbursed for funds spent as part of the grant, grantees must submit a standard reimbursement form. This form indicates the amount of funds spent. Backup documentation must be attached to the reimbursement request as outlined in the approved itemized budget. This documentation would include receipts, timesheets, etc.

## **Overall Problem Identification process and data sources**

The Bureau of Highway Safety and Traffic Engineering (BHSTE) is responsible for the Commonwealth's Crash Record System. This system provides the means for identifying high crash locations, alcohol related crashes, locations for unbelted fatalities, aggressive driving crash locations, heavy truck crashes, pedestrian and bicycle crashes, etc. The crash location data can be broken out by county, district office, Metropolitan Planning Commission areas, and municipality. The data can be broken down by ages, types of vehicles, holiday periods, etc.

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

The BHSTE Crash Records Division provides five (5) year alcohol-related crash data on a yearly basis for distribution to each of the approximately fifty (50) DUI law enforcement projects. This data enables project coordinators to pinpoint significant high way crash target roadways for directing sobriety checkpoints and roving patrols. Additionally, State and Local Police to rely upon local data for targeting enforcement events. Local data would include non-reportable alcohol-related crashes, as well as alcohol-related incidents and/or DUI arrests.

When conducting seat belt use education and enforcement programs, unbelted crashes and fatalities and seat belt observational use data are used to determine our low seat belt use locations. In 2004, PennDOT piloted and evaluated a nighttime safety belt enforcement project in the City of Reading, to determine if nighttime enforcement for seat belts should be conducted statewide. Based on the results of the project all NHTSA Region 3 States and the District of Columbia conducted border-to-border nighttime enforcement projects in 2006, as well as in 2007. Nighttime belt enforcement will again be used in 2008.

NHTSA requires that each highway safety office have an individual capable of crash data analysis on staff. The Chief of the Safety Management Division acts as this individual who reviews and evaluates the crash data to determine where and what type of crash problems are occurring.

The Community Traffic Safety Coordinators and District Safety Press Officers also contact BHSTE to obtain localized crash data to better assist them in implementing educational programs and working with police departments to address high crash problem areas.

Pennsylvania has placed high importance to the availability of crash data. Pennsylvania crash data for 2006 was made available in May of 2007. The goal for completion of 2007

crash data is April of 2008. Currently, there is no backlog of un-entered crash report forms. Every crash report form received is entered into the system within 30 days.

All proposals for highway safety grants include county by county tables of fatalities and crashes for each of the AASHTO strategic focus areas. These tables were provided for the grantees by PennDOT and help the grantees identify trends and pinpoint locations with higher than average crash problems.

The following are examples of data supplied to grantees;

- County crash and fatality data for the past five years
- Statewide trends for crashes and fatalities in all safety focus areas
- Grant specific trends and goals for crashes and fatalities
- Municipal specific data on all types crashes including tables and maps
- County specific data on all types crashes including tables and maps

## Individual Program Area Details

### Police Traffic Services (Aggressive Driving)

Approximately 59% of all 2006 traffic fatalities in Pennsylvania involved aggressive driving. Of those, 11% are speed-related. Pennsylvania has developed an Aggressive Driving Strategic Plan to help reduce the number of aggressive driving related crashes and fatalities which has been embraced by eight other commonwealth agencies. The plan is based on recommendations that were received at the initial statewide Aggressive Driving Symposium and three subsequent steering committee meetings. The Symposium was co-sponsored by the PennDOT, State Police and the PA Commission on Crime and Delinquency.

Aggressive driving is broadly recognized as a general concept but has proven difficult to define and enforce legally. Aggressive acts include speeding, red light running, tailgating, etc. Still, reducing aggressive driving behavior would have a major effect on fatality reduction and reaching the ultimate goal of 1.0 by 2008.

In the summer of 2006, Pennsylvania joined the states of Maryland, Virginia, and Washington, D.C. in the Smooth Operator program to combat aggressive driving. The Smooth Operator program is a public safety initiative, which aims to provide education, information and solutions for the problem of aggressive driving. Pennsylvania conducted three enforcement waves during the months of March through July, with the fourth wave to be completed in September 2007, as well as three waves being conducted in 2008. Police agencies will collect pre and post wave enforcement data to help evaluate the success of the program. In addition, a judicial outreach effort will be conducted to educate and alert the magisterial district judges of the enforcement activities that will be conducted in the respective areas.

**Goal: To reduce the number of aggressive driving related fatalities by 21% in calendar year 2007 and by 27 % from the 5-year baseline average (1999-2003) by 2008.**

#### Activities/Measures:

- Participate in the NHSTA Region 3's Smooth Operator Aggressive Driving Campaign statewide in 2007 and 2008
- Target high crash rate areas through a safety corridors high visibility enforcement program, including the pilot double fine safety corridor as per Act 229 of 2002 (Section 402 funds)
- Target enforcement in areas with a high rate of aggressive driving crashes through:
  - Implementing the Smooth Operator enforcement and public awareness program in 34 counties (summer of 2008)
  - Problem specific policing and selective traffic enforcement programs (STEP)

- Establish public and private partnerships to increase awareness and generate community support
- Pilot new technologies for speed enforcement and red light running to assist in the enforcement efforts.
- Conduct training for police and allow police to attend conferences/workshops to encourage targeted enforcement activities.
- Continue to have members of BHSTE be part of the Pennsylvania Motor Carrier Advisory Committee.
- Support the funding of a State Police Trooper to develop and conduct trainings/conferences, manage activities of the Incident Management Program, conduct after-action reviews of major incidents, coordinate the development of local and regional Incident Management task forces, special events and operational support and be the liaison to PennDOT for coordinating interagency activities.
- Continue funding for the City of Philadelphia's speed enforcement project on Roosevelt Boulevard.

The measures will include:

- Reduction in number of aggressive driving related crashes and fatalities
- Number of citations, warnings, etc. issued
- Number and types of educational/media events conducted
- Reduction in incident clearance times and number of secondary crashes
- Results of new technology devices and methods.

### **Impaired Driving**

Reducing the number of alcohol-related crashes, fatalities and injuries occurring on our highways is a major safety focus area for Pennsylvania. In 2006, there were 544 fatalities as a result of alcohol-related crashes.

In 2006, alcohol-related crashes accounted for 11% (13,576 of 128,290) of the total crashes, but resulted in 36% of all traffic related fatalities. The 2006 alcohol-related crash information also reflected motorcycle crashes involved a large number of drinking drivers, 11%. In addition, according to Pennsylvania's 2006 crash data, 4% (1,307 of 31,986) of the alcohol-related crashes involved drinking drivers of the 16-20 age group.

**Goal: To reduce alcohol-related fatalities 21 percent from the 1999-2003 average by 2007 and 27% by 2008.**

Activities/Measures:

- Maintain approximately 50 Local and one (1) State Police DUI law enforcement projects statewide. These projects will involve well over 450 law enforcement agencies.

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- Conduct over 1,000 DUI enforcement events including sobriety checkpoints, roving patrols, and mobile awareness patrols (phantom checkpoints). (Section 410 funds)
  - All projects will participate in the NHTSA Mid-Atlantic Region “Checkpoint Strikeforce” effort which targets holidays between July 4<sup>th</sup> and the New Year.
  - Special project activity will be conducted in conjunction with the National Impaired Driver crackdown surrounding Labor Day. State and Local law enforcement agencies will be conducting high visibility DUI enforcement events on at least four occasions during the crackdown.
- Continue funding the Pennsylvania State Police for their participation in the sobriety checkpoint program and to conduct “Operation Nighthawk” DUI enforcement events on four separate occasions statewide. Events will include the use of motivational speakers and roving patrols. (Section 410 funds)
- Conduct Drug Recognition Expert (DRE) Training – The PA State Police have one trooper certified as an instructor who will continue DRE training efforts for the State Police and Municipal officers. (Section 402 funds)
- Continue three (3) existing DUI court projects as well as the implementation of two (2) additional courts in Centre and Lebanon counties. (Section 410 funds)
- Continue the “Interlock Quality Assurance” activity designed to insure device manufacturers and service centers adhere to specifications for quality and service. (State Funds)
- Conduct ignition interlock device bench and field testing to ensure that the interlock devices approved or submitted for approval pass in-vehicle field testing. (Section 402 funds)
- Continue the DUI Technical Services contract to provide Alcohol Highway Safety School (AHSS) certification/re-certification trainings and Court Network Reporting Network (CRN) evaluator certification/re-certification training (50). Conduct one County DUI Program Coordinator and one Sobriety Checkpoint update conferences. Provide DUI law enforcement technical services to sobriety checkpoint grantees and support for DUI Court implementation. (Section 402 funds)
- Continue funding for Cops in Shops activities within existing DUI law enforcement projects to address underage drinking. It is anticipated that 20 projects will conduct Cops in Shops activities, with 100 events planned. (Section 410 funds)
- Continue to support the Institute for Law Enforcement and Education (ILEE) grant for municipal police trainings. ILEE will conduct approximately 300 training programs in the area of breath testing, standardized field sobriety testing, sobriety checkpoints, DUI-Drug recognition, case law, selective enforcement, central processing video taping, in-car video, and other trainings as required. ILEE will also provide quality control and technical assistance to the 300 police departments that received state-funded breath testing devices in 1999. The Institute will also create and update training curriculum and materials as well as train approximately 6,500 police officers annually. (Section 402 funds)

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- Continue to support funding for the State Police to conduct standardized field sobriety testing training for its troopers. (Section 402 funds)
- Participate in the NHTSA Region 3's Traffic Safety Summit.

### Occupant Protection

Proper and consistent use of safety 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. Since the implementation of the Click It or Ticket (i.e., enforcement, education & paid media) model, the Commonwealth has achieved over a 16-percentage point increase (70.7% in 2000, to 86.03% in 2006).

The following is a table of conversion rates for non-users.

Year	Conversion Rate	Use Rate
2002	17.63%	75.70%
2003	13.58%	79.00%
2004	13.33%	81.80%
2005	8.24%	83.30%
2006	16.35%	86.03%
2007	17.68%	88.5% <i>Goal</i>
2008	13.04%	90.00% <i>Goal</i>
2009		

**Goal: Increase the safety belt use rate in fiscal year 2008 to 90%.**

Activities/Measures:

- At a minimum conduct one “Click It or Ticket” campaign in the Commonwealth from May/June 2008, using paid advertising, education and enforcement (both day and night) to increase awareness and usage.(Section 405 funds)
- Conduct a statewide nighttime safety belt observational use survey. (Section 405 funds)
- Conduct a minimum of one federally approved daytime observational safety belt use survey immediately following the May CIOT Mobilization. (Section 402 funds)
- Maintain funding for the Buckle Up PA project to ensure continuation of all Law Enforcement Liaisons (LEL) positions and enforcement & education grants to a minimum of 350 local and municipal law enforcement agencies.( Section 405 funds)
- Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2007 and 2008 mobilization (s). (Section 405 funds)
- Maintain funding to the PA Traffic Injury Prevention Project (PATIPP) to ensure continuation of CPS Instructor & Technician trainings, 1-800-CARBELT hotline and all necessary staff positions. (Section 402 funds)

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- Maintain CPS funding for the PA State Police to continue operation of the Commonwealth's 82 CPS fitting stations. (Section 402 funds)
- Maintain funding for the Community Traffic Safety Coordinators and the Traffic Injury Prevention Project to conduct educational programs on the effectiveness of occupant restraints in conjunction with airbags, educate parents on the proper installation of child safety seats and on advancing their children to booster seats as they grow older, develop educational programs to be implemented in communities, churches, teen centers, and elementary and secondary schools. (Section 402 funds)
- Participate in the NHTSA Region's Traffic Safety Summit
- Participate in the NHTSA Region's Occupant Protection task force meetings and/or conference calls.
- Expand PA Smooth Operator Aggressive Driving Campaign from a 3 Region Demonstration Project to a 6 Region Statewide Project.
- Identify and support a Pennsylvania Occupant Protection Coordinator.( Section 405 funds)
- Provide and complete a 12 month Occupant Protection Enforcement and Media Planner (Section 405 funds)
- Complete an unfunded Sustained Seat Belt Enforcement Project with 350 municipal police agencies from December 2007 to May 2008. (Section 405 funds)
- Establish 6 Regional Occupant Protection Planning Teams for 2007-2008 Mobilization Strategic Planning. (Section 405 funds)
- Update and provide Occupant Protection Educational Curriculums to Regional Community Traffic Safety Projects, Police Agencies, and Other Partners for K-12 grade levels. (Section 405 funds)

### **Roadway Safety**

Over the last five years, 34% of statewide fatalities occurred on local (municipally owned) roads, and 47% of statewide reportable crashes occurred on local roads in Pennsylvania. To address this problem, BHSTE funds a contract for the Local Technical Assistance Program (LTAP). Through this contract, two program engineers act as traffic safety advocates to the Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training. Pennsylvania's municipalities employ over 12,000 road and bridge workers to manage over 70,000 miles of road. Funding for this program will be Section 402 Funds).

**Goal: To reduce the total number of motor vehicle fatalities 21% for 2007 and 27% for 2008 from the 5-year baseline average (1999-2003).**

Activities/Measures:

- Provide over 50 on-site and additional telephone safety-related technical assists to municipalities.
- Conduct 100 safety training courses in the areas of work zone traffic control, traffic signs, risk management and tort liability, roadway safety improvement

program, engineering and traffic studies, roadway safety features, traffic signal maintenance, traffic calming, trenching and worker safety, and bicycle and pedestrian safety.

- Conduct 10 “Safety Improvement Program” training sessions and develop safety improvement plans for identified “Local Safe Roads Communities.”

The measures will include:

- Number and types of trainings held
- Number of persons trained
- Number of municipalities receiving assistance
- Number and types of assistance provided
- Number of low cost safety countermeasures implemented
- Number of site reviews resulting from training sessions

### **Crash Data Records**

Motor vehicle crash data are required by Federal and State laws. Timely and accurate crash data are needed by PennDOT and other agencies for safety planning and program development, tort defense and responding to inquiries by many parties including the Legislature. This data are also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. It is used by the Highway Safety Office, State and municipal police agencies, engineering districts, etc. to target high crash areas with education, engineering and enforcement efforts. The data are also used to evaluate the programs implemented.

**Goal: To improve the timeliness and quality of crash data.**

Activities/Measures:

- Through our efforts in traffic records we are hoping to make the following improvements:
  - Improve the timeliness of crash data submitted by local police departments.
  - Increase electronic submission which will also reduce crash submission time and improve data quality.
  - Conduct major initiatives to improve data quality
  - Enhance the analytical capability of the crash system users by future expansion of CDART.
  - Developing a training package for police officers in crash reporting.

### **Pedestrian Safety**

Pedestrian fatalities account for 11% of the total traffic-related fatalities in Pennsylvania. Recent research has revealed that a comprehensive approach is the most effective manner in which to improve pedestrian safety. PennDOT has taken proactive measures in this

area by incorporating new elements in design manuals that are used when designing and constructing sites that include pedestrian facilities.

**Goal: Our goal is to reduce pedestrian fatalities by 21% for 2007 and 27% for 2008 from the from the 5-year baseline average (1999-2003).**

Activities/Measures:

- Implement safe-crossing designs for mid-block crossings
- Continue to deploy yield-to-pedestrian channelizing devices to communities across the commonwealth and measure their effectiveness (State funds)
- Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets and Safe Routes to Schools programs
- Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries
- Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals)
- Support the Head-The-Speed Program in Philadelphia.

### **Community Traffic Safety Projects**

The statewide network of Community Traffic Safety Projects (CTSP) is viewed as an extension of the highway safety office and is a critical component of the highway safety program.

The CTSP Coordinators are responsible for the development, implementation, and evaluation of programming initiatives in their counties to improve highway safety and reduce crashes, injuries and fatalities. Their comprehensive programming initiatives focus on all the State's Safety Focus Areas including: occupant protection, impaired driving, underage drinking, pedestrian/bicycle, motorcycle and school bus safety, aggressive driving, young driver and older driver safety, and commercial vehicle safety. Each of the CTSP Coordinators conduct extensive countywide problem identification from data distributed by PennDOT to determine the most appropriate highway safety programs/countermeasures to impact the identified Safety Focus Areas. Their success is directly related to their ability to establish and maintain partnerships with law enforcement, hospitals, business and corporations fire/EMS, insurance companies, parenting groups, day care, schools, colleges, and safety/advocacy groups to name a few.

In addition to the CTSP Programs, each of PennDOT's eleven District Offices also promotes the Department's Strategic Safety Focus Areas.

PennDOT also has a contract with the PA Chapter of the American Academy of Pediatrics titled "Traffic Injury Prevention Project". This contract focuses on child passenger safety (child safety seats/airbags/correct use/transporting children with special needs and in accordance with Pennsylvania law and administering the car seat loaner

program for PennDOT), seat belts, pedestrian safety, school bus safety, DUI awareness, inattentive and drowsy driving and bicycle safety. The contract promotes highway safety programs that target children from birth to age 21.

BHSTE takes the responsibility of being a source of highway safety information for the entire state. Different publications and educational tools are available to the public, and can be obtained from our Highway Safety Office.

**Goal: Our goal is to reduce motor vehicle fatalities by 21% for 2007 and 27% for 2008 from the 5-year baseline average (1999-2003).**

Activities/Measures:

- Identify the county/region's most significant traffic safety problem(s)
- Collect and Analyze Crash Data
- Implement the most strategic and effective countermeasures to address the problem(s)
- Evaluate the countermeasures
- Prepare quarterly and final progress reports
- In conjunction with the HSO:
  - Conduct yearly seat belt observational survey
  - Participate in Regional Planning Teams to coordinate activity among highway safety partners
  - Support regional LEL occupant protection law enforcement trainings.
  - Support PA TIPP CPS trainings and cps clinics.(402 Funds)
  - Assist in coordination of sobriety checkpoints
  - Conduct earned media events to support the Occupant Protection Mobilizations, Impaired Driving Crackdowns, CPS Week, Put the Brakes on Fatalities Day and Work Zone Safety Week and other safety events identified by NHTSA and PennDOT.
  - Dissemination of child safety seats to loaner programs
  - Maintain the toll-free 1-800-CAR-BELT child passenger safety information telephone line.
  - Provide technical assistance to hospital staff, school districts, pediatricians, police, etc.
  - Promote the bicycle helmet, child safety seat and seat belt laws to all audiences and encourage enforcement by the police.
  - Work with municipal police agencies and provide them with pedestrian channeling devices to improve pedestrian safety.(State funds used for channeling devices)
  - Review county/regional crash data and if applicable, implement a rail-highway awareness program to reduce crashes/fatalities.
  - Conduct a statewide special needs transportation conference.

The measures will include:

- Increase in the observed safety belt use rate
- Reduction in alcohol-related fatalities
- The numbers and types of programs conducted
- The number of individuals reached
- Amount of earned media and the estimated dollar value
- Reduction in traffic crashes
- Number of municipalities receiving pedestrian channeling devices

### **Older Driver Safety**

According to the National Cooperative Highway Research Program (NCHRP), older drivers represent a subset of the driving population that deserves special attention. Changes in vision, physical fitness and reflexes cause safety concerns. According to NCHRP, older driver adults are among the safest on a licensed-driver basis but not when measured on the basis of vehicle miles traveled. Compared to an overall fatality rate of 2 per 1,000 crashes, persons ages 65-74 have a fatality rate of 3.2. For those 75-84, the rate is 5.3 and at 85 and above it climbs to 8.6. Individuals who are older are more fragile and more likely to be seriously injured or killed if involved in a crash when in a vehicle or as a pedestrian.

According to NHTSA, in 2002, most traffic fatalities involving older drivers occurred during the daytime, on weekends and involved another driver. Since Pennsylvania has a high percentage of individuals over age 65, we will be focusing our efforts toward addressing the safety of older persons when driving or riding in a vehicle and as pedestrians.

A large majority of PennDOT's initiatives to address older driver safety involve engineering improvements such as signage, wider lanes/shoulders, longer merge lane, rumble strips, and pedestrian-friendly features at intersections. Education of older drivers is also very important. Although Pennsylvania has a random testing of drivers starting at age 40, there is no other testing of drivers once they receive their initial license. It is important to keep them abreast of new laws, new engineering improvements, and the meaning of signs and traffic signals. Seat belt use among older drivers also tends to be lower than other age groups.

**Goal: Our goal is to reduce older driver fatalities by 21% for 2007 and 27% for 2008 from the from the 5-year baseline average (1999-2003).**

Activities/Measures:

- Through the Comprehensive Highway Safety Program coordinators, conduct educational programs to senior citizen centers and offer assistance to the older driver courses provided by AAA, National Safety Council and AARP Driver Safety Program.
- Encourage seat belt use by older drivers and passengers.

- Involve older driver organizations to be part of the Comprehensive Strategic Highway Safety Program Plan.
- Update and disseminate older driver safety information.
- Strengthen the role of medical advisory boards.
- Enhance PennDOT's Medical Advisory Computerized System infrastructure

The measures will include:

- Number and types of programs conducted
- Number of individuals reached
- Reduction in older driver and passenger fatalities

## **Special Grant Programs**

### **Section 405**

Eligibility for this section of funding includes meeting 4 of the following 6 criteria:

- A law requiring seat belt use by all front seat passengers (all passengers in the vehicle in FY 2001).
- A primary enforcement seat belt law.
- Minimum fine or penalty points for occupant protection law violations.
- A statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A statewide child passenger safety education program.
- A child passenger law that requires minors to be properly secured in a child safety seat.

Section 405 grants are available to states that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

The Commonwealth qualified for \$458,933 in Section 405 funds in FY1999 and \$468,345 in FY2000. The funds were used to support child passenger safety and adult seat belt laws and occupant protection training for law enforcement.

Unfortunately, the Commonwealth did not qualify for these funds in 2001 and 2002. Pennsylvania's child passenger safety law was enhanced in February 2003, and we received \$1,468,875 in FFY 2003 and \$1,449,988 in FFY 2004. In FY 2005, we received \$816,567 and in 2006 we received \$1,243,111. These funds are used to support both state and municipal child passenger and seat belt education and enforcement programs.

Activities will include the following:

- At a minimum conduct one "Click It Or Ticket" campaign in the Commonwealth during May and June in 2007, and May/June 2008, using paid advertising, education and enforcement to increase awareness and usage.
- Conduct nighttime enforcement in a minimum of 75% of the municipal enforcement projects implement the program in 10 additional jurisdictions.

- Ensure continuation of enforcement and education grants to a minimum of 250 local and municipal law enforcement agencies.
- Maintain seat belt enforcement funding for the PA State Police to ensure their participation in the 2006 mobilizations and Smooth Operator Program.
- Pilot one pickup truck safety belt use enforcement/education project.
- Conduct one Hispanic safety belt/cps enforcement/education project.
- Participate in the NHTSA Mid-Atlantic Region’s April, Law Enforcement Summit.
- Participate in the NHTSA Mid-Atlantic Region’s 24/7 law enforcement seat belt task force meeting.

**Section 410**

Section 410 funds are awarded to support implementation of effective impaired driving programs. As with other grant programs states must submit an application to NHTSA with required criteria documentation to receive the funds.

Federal Fiscal Year	Section 410 Funding Level
2002	\$1,839,132
2003	\$1,853,635
2004	\$1,883,906
2005	\$1,870,634
2006	\$4,021,148

Funds are used to support a statewide, highly visible, and aggressive DUI law enforcement program for state and local police agencies. Activities include the following:

- Maintain approximately 50 Local and one (1) State Police DUI law enforcement projects statewide. These projects will involve over 450 law enforcement agencies.
- Conduct over 1,000 DUI enforcement events including sobriety checkpoints, roving patrols, and mobile awareness patrols (phantom checkpoints). (Section 410 funds)
  - All projects will participate in the NHTSA Region 3 Checkpoint Strikeforce effort which targets holidays between July 4<sup>th</sup> and the New Year.
  - Special project activity will be conducted in conjunction with the national Labor Day crackdown.
- Continue funding for the Pennsylvania State Police for its participation in the sobriety checkpoint program and Operation Nighthawk DUI enforcement events and funding for the State Police to conduct standardized field sobriety testing (SFST) training for its troopers.
- Continue funding for Cops in Shops activities within existing DUI law enforcement projects to address underage drinking.
- Each project will be developing an expanded level of law enforcement activity to include sobriety checkpoints and roving patrols.

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### **Section 408 Traffic Record**

The purpose of this grant program is to support the development and implementation of effective programs by the States to: (1) Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that States need to identify priorities for national, State and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including crash records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and (4) improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

These grant funds support the activities of the Traffic Records Coordinating Committee.

The Traffic Records Coordinating Committee is as follows:

- The Traffic Records Coordinating Committee (TRCC) is a multi-agency team working to ensure good data are available for highway safety.
- TRCC operates under the auspices of Multi-Agency Safety Team – Agency leaders committed to reduce the incidence and severity of vehicle crashes in PA – The Bureau of Highway Safety and Traffic Engineering has coordinating responsibility.
- The TRCC was established under the rules of the new Section 408 regulations.
- TRCC Participants/Partners
  - PennDOT – Bureau of Maintenance and Operations, Bureau of Planning and Research, Bureau of Motor Vehicles, and Bureau of Driver Licensing
  - Outside – State Police, Local Police, Dept of Health, Administrative Office of PA Courts
- Program objective is to conduct IT projects that will facilitate the needs of safety professionals in problem identification, countermeasure development, and evaluation.
- Projects developed and chosen by the TRCC.
- Nine projects were approved last year and are currently underway. They include:
  - Continue development of CDART – Crash Data Analysis and Retrieval Tools
  - CDART User Training
  - Improve crash reporting timeliness and increase electronic submissions
  - Improve crash data quality and improve GIS capabilities
  - Installation of the NEMSIS Standard Emergency Medical System (Dept. of Health)
  - Monitor the re-write of Roadway Management System in PA
  - Monitor “dot centric” – the rewrite of the driver and vehicle systems.
- The committee proposes the following new projects for this FFY 07/08.

- \$100k – PA comparison with new MMIRE (Minimum Model Inventory of Roadway Elements) standard – new national Roadway data standard.
- \$100k – Develop new driver and vehicle statistics rationalization tables for CDART.
- \$300k – Compare CDART to PSP Prophecy System to determine integration possibilities. (Prophecy helps PSP determine how to deploy troopers by tracking incidents.)
- \$300k – Develop local police officer training program in crash reporting.
- The TRCC meets every quarter to review the status of existing projects and discuss ideas that would eventually lead to new and unique projects.

### **Section 2010 Motorcyclist Safety**

Section 2010 funding for fiscal year 2007 will be used to do a study on the impact of the currently existing Motorcycle Safety Program. The PennDOT program has been operating since 1985 however no study has been done to see if the program is effective in creating safer motorcycle operators. After completion of the evaluation, identification of opportunities for improvement will be examined to determine strategies for program improvement to reduce motorcycle crashes and fatalities.

**Certifications and Assurances**



**PennDOT**

Personnel  
Information  
Memorandum

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

Subject: Drug Free Work Place Act of 1988
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Distribution: All PENNDOT Employees
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References: Management Directive 505.25
Attachment: Executive Order 1996-13

By Direction of: <i>Allen D. Biehler</i>
Allen D. Biehler, P.E. Secretary of Transportation

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

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

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

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

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

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

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

Commonwealth of Pennsylvania  
GOVERNOR'S OFFICE

**EXECUTIVE ORDER**

Subject		Number
Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace		1996-13
Date	Classification	By Decision Of
December 26, 1996	B	 Thomas J. Ridge, Governor

WHEREAS, illegal or inappropriate use of alcohol and other controlled substances by Commonwealth employees impairs the efficiency and effectiveness of the workforce, compromises public health and safety, and undermines attainment of the missions of government agencies, thereby increasing the operating costs of state government, and

WHEREAS, the Commonwealth is concerned with the well being of its employees and the general public, attainment of agency missions, maintenance of employe productivity, and safe work environments; and

WHEREAS, as the state's largest employer, the Commonwealth should promote a model workplace substance abuse policy to foster the development of drug free workplaces and encourage creation and use of employe assistance programs.

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

1. The unlawful manufacture, distribution, dispensation, possession or use of alcohol and other controlled substances by a state employe, either while on duty or in any Commonwealth workplace, is prohibited. Such conduct shall subject the employe to appropriate disciplinary action.

2. An employe determined to be unfit either while on duty, or in any Commonwealth workplace, as a result of alcohol or other controlled substances shall be subject to appropriate disciplinary action.

3. Any employe who is convicted of violating any statute governing the unlawful manufacture, distribution, dispensation, possession or use of alcohol or other controlled substances in any Commonwealth workplace shall notify his or her supervisor of such conviction, in writing, no later than five days after such conviction. A conviction means a finding of guilt (including a plea of nolo contendere, disposition in lieu of trial, probation without verdict or accelerated rehabilitative disposition) or imposition of sentence, or both, by any judicial body charged with responsibility to determine violations of the federal or state criminal drug statutes.

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

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

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

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

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

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

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

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

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

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

- o 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- o 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- o 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- o 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- o NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- o Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political

subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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:

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- | k. 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;
- | l. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- | m. 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).
- | n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.

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2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

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p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.
2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

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### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

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

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

## Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

18. 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.
19. (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.
20. 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.

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

### **RESTRICTION ON STATE LOBBYING**

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

customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

- 21.** By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- 22.** 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.
- 23.** 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.
- 24.** 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.
- 25.** 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.
- 26.** 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.

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27. 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.
28. 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.
29. 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.
30. 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

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. 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.
33. 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.
34. 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.
35. 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.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding

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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)

37. 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.
38. 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.
39. 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:

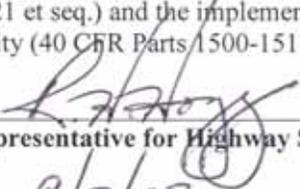
40. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
41. 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.

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**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is

prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

A handwritten signature in black ink, appearing to be "L. J. ...", written over a horizontal line.

**Governor's Representative for Highway Safety**

9/7/07

**Financial Documentation**

<b>U.S. Department of Transportation National Highway Traffic Safety Administration</b>		
State: Pennsylvania	Highway Safety Plan Transaction	Page: 1
	2008-HSP-1	Report Date: 08/14/2007
	For Approval	

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
<i>Planning and Administration</i>								
	1 Plan		PA-2008-01-00-00	Planning & Administration	\$ .00	\$ .00	\$350,000.00	\$ .00
<b>Planning and Administration Total</b>					<b>\$ .00</b>	<b>\$ .00</b>	<b>\$350,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	10 Plan		AL-2008-01-00-00	BDL - DUI Recidivism	\$ .00	\$350,000.00	\$ .00	\$ .00
	11 Plan		AL-2008-02-00-00	75 Pa.C.S. 3817 Contract	\$ .00	\$100,000.00	\$ .00	\$ .00
	12 Plan		AL-2008-03-00-00	PA DUI Association	\$ .00	\$ .00	\$800,000.00	\$800,000.00
	13 Plan		AL-2008-04-00-00	Ignition Interlock	\$ .00	\$ .00	\$65,000.00	\$ .00
<b>Alcohol Total</b>					<b>\$ .00</b>	<b>\$450,000.00</b>	<b>\$865,000.00</b>	<b>\$800,000.00</b>
<b>Occupant Protection</b>								
	15 Plan		OP-2008-01-00-00	BUPA - CIOT New Departments	\$ .00	\$1,200,000.00	\$ .00	\$1,200,000.00

<b>Occupant Protection Total</b>				<b>\$ .00</b>	<b>\$1,200,000.00</b>	<b>\$ .00</b>	<b>\$1,200,000.00</b>
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**Police Traffic Services**

2 Plan	PT-2008-01-00-00	PSP - Task 2, 3, 4, 6, 7, 8, 9		\$ .00	\$500,000.00	\$1,400,000.00	\$ .00
14 Plan	PT-2008-02-00-00	Roosevelt Blvd. Initiative		\$ .00	\$ .00	\$255,000.00	\$255,000.00

<b>Police Traffic Services Total</b>				<b>\$ .00</b>	<b>\$500,000.00</b>	<b>\$1,655,000.00</b>	<b>\$255,000.00</b>
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**Community Traffic Safety Project**

3 Plan	CP-2008-01-00-00	PA SAFE Grants		\$ .00	\$1,000,000.00	\$2,300,000.00	\$3,300,000.00
4 Plan	CP-2008-02-00-00	TIPP - Traffic Injury Prevention Project		\$ .00	\$ .00	\$900,000.00	\$900,000.00
5 Plan	CP-2008-03-00-00	PI & E		\$ .00	\$ .00	\$75,000.00	\$ .00
7 Plan	CP-2008-04-00-00	Grant Specific Training		\$ .00	\$300,000.00	\$ .00	\$300,000.00
9 Plan	CP-2008-05-00-00	BDL - Mature Driver		\$ .00	\$500,000.00	\$ .00	\$ .00

<b>Community Traffic Safety Project Total</b>				<b>\$ .00</b>	<b>\$1,800,000.00</b>	<b>\$3,275,000.00</b>	<b>\$4,500,000.00</b>
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**Roadway Safety**

6 Plan	RS-2008-01-00-00	LTAP		\$ .00	\$ .00	\$350,000.00	\$350,000.00
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<b>Roadway Safety Total</b>				<b>\$ .00</b>	<b>\$ .00</b>	<b>\$350,000.00</b>	<b>\$350,000.00</b>
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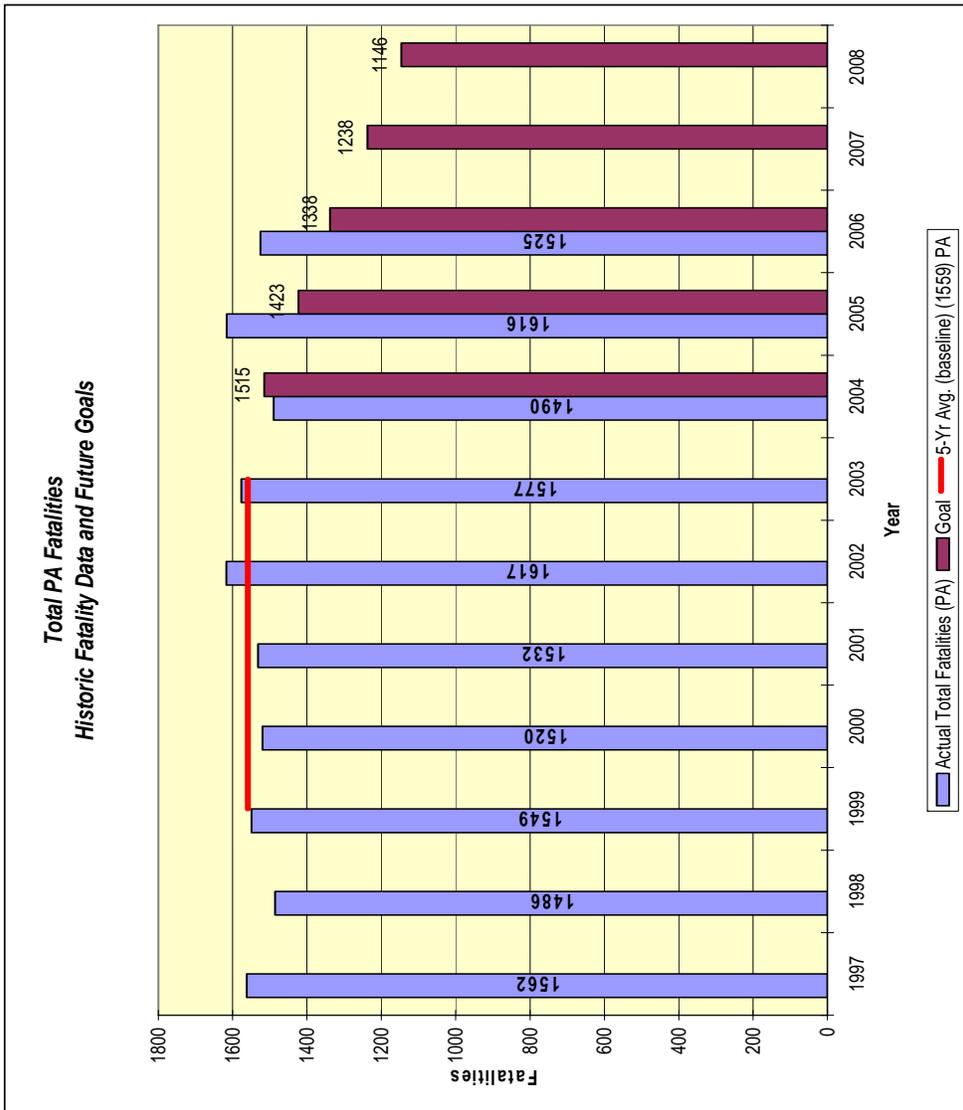
**Speed Enforcement**

8 Plan	SE-2008-01-00-00	Smooth Operator		\$ .00	\$1,000,000.00	\$3,000,000.00	\$4,000,000.00
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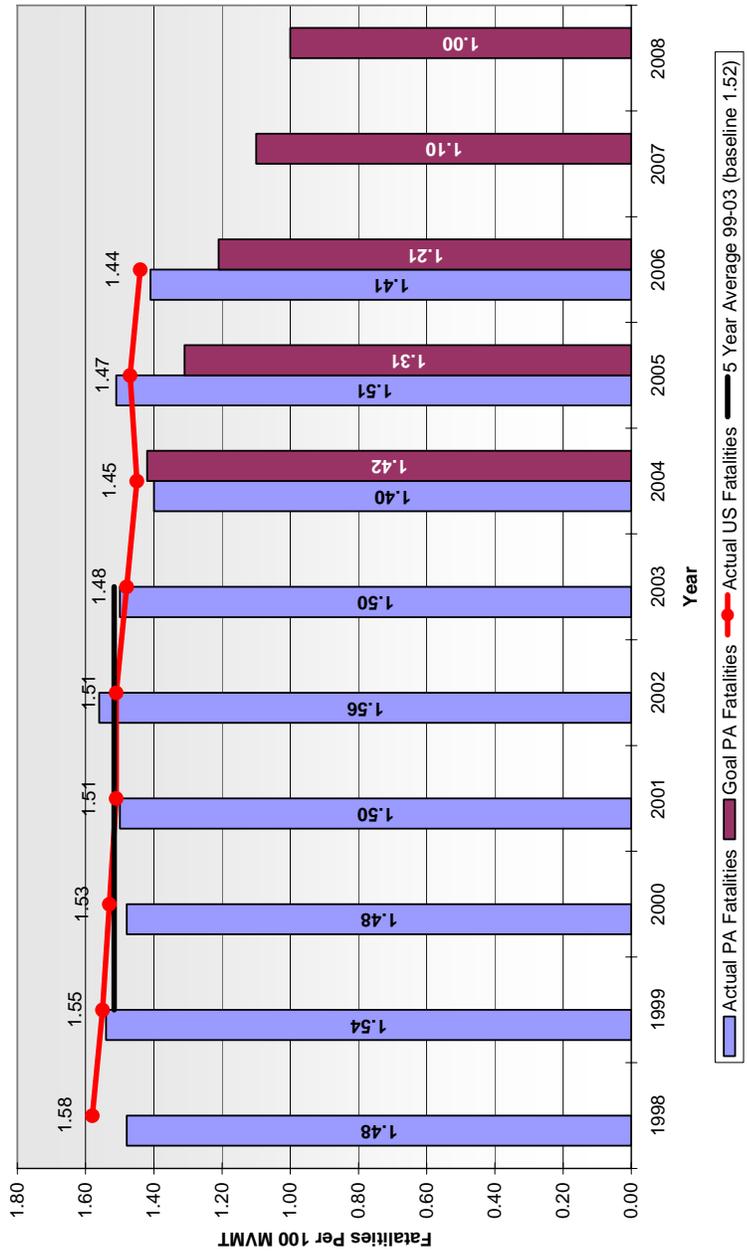
<b>Speed Enforcement Total</b>				<b>\$0.00</b>	<b>\$1,000,000.00</b>	<b>\$3,000,000.00</b>	<b>\$4,000,000.00</b>
<b>NHTSA 402 Total</b>				<b>\$0.00</b>	<b>\$4,950,000.00</b>	<b>\$9,495,000.00</b>	<b>\$11,105,000.00</b>
<b>405 OP SAFETEA-LU</b>							
	16 Plan K2-2008-01-00-00 PSP - Task 5			\$0.00	\$0.00	\$500,000.00	\$0.00
	17 Plan K2-2008-02-00-00 Schuylkill County (BUPA)			\$0.00	\$300,000.00	\$2,000,000.00	\$2,300,000.00
<b>405 Occupant Protection Total</b>				<b>\$0.00</b>	<b>\$300,000.00</b>	<b>\$2,500,000.00</b>	<b>\$2,300,000.00</b>
<b>405 OP SAFETEA-LU Total</b>				<b>\$0.00</b>	<b>\$300,000.00</b>	<b>\$2,500,000.00</b>	<b>\$2,300,000.00</b>
<b>408 Data Program SAFETEA-LU</b>							
	23 Plan K9-2008-01-00-00 Traffic Records - TRCC & CDART			\$0.00	\$1,630,000.00	\$1,000,000.00	\$0.00
<b>408 Data Program Incentive Total</b>				<b>\$0.00</b>	<b>\$1,630,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU Total</b>				<b>\$0.00</b>	<b>\$1,630,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU</b>							
	18 Plan K8-2008-01-00-00 PSP - Task 1			\$0.00	\$0.00	\$750,000.00	\$750,000.00
	19 Plan K8-2008-03-00-00 Department of Education - ILEE			\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00
	20 Plan K8-2008-02-00-00 PA DUI Sobriety Checkpoint Programs			\$0.00	\$1,000,000.00	\$2,500,000.00	\$3,500,000.00
	21 Plan K8-2008-04-00-00 DUI Courts			\$0.00	\$0.00	\$350,000.00	\$350,000.00
<b>410 Alcohol SAFETEA-LU Total</b>				<b>\$0.00</b>	<b>\$1,000,000.00</b>	<b>\$4,600,000.00</b>	<b>\$5,600,000.00</b>
<b>2010 Motorcycle Safety</b>							
	22 Plan K6-2008-01-00-00 BDL - Motorcycle Safety			\$0.00	\$150,000.00	\$50,000.00	\$0.00

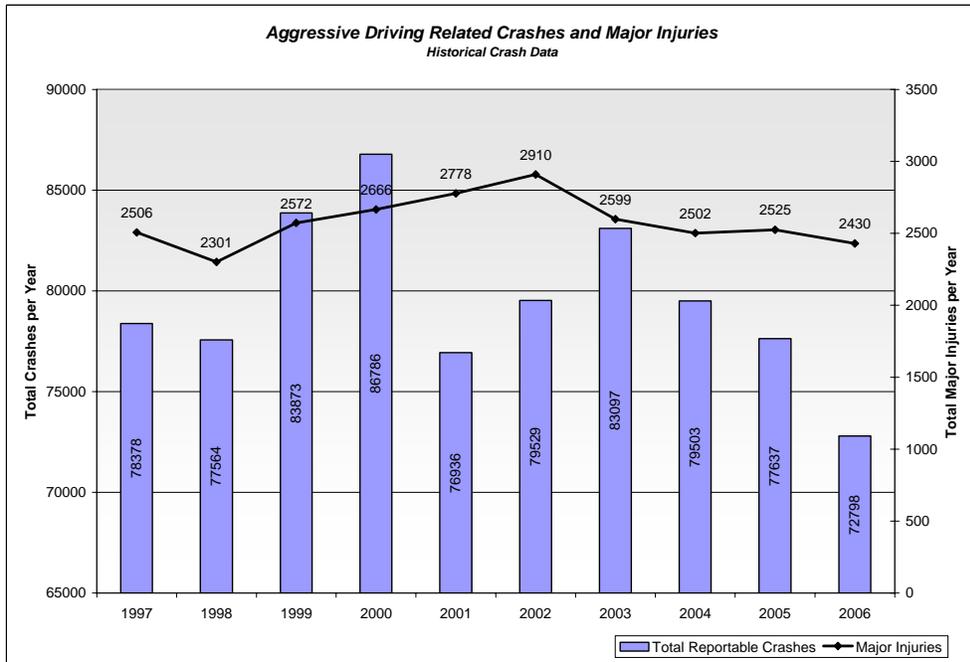
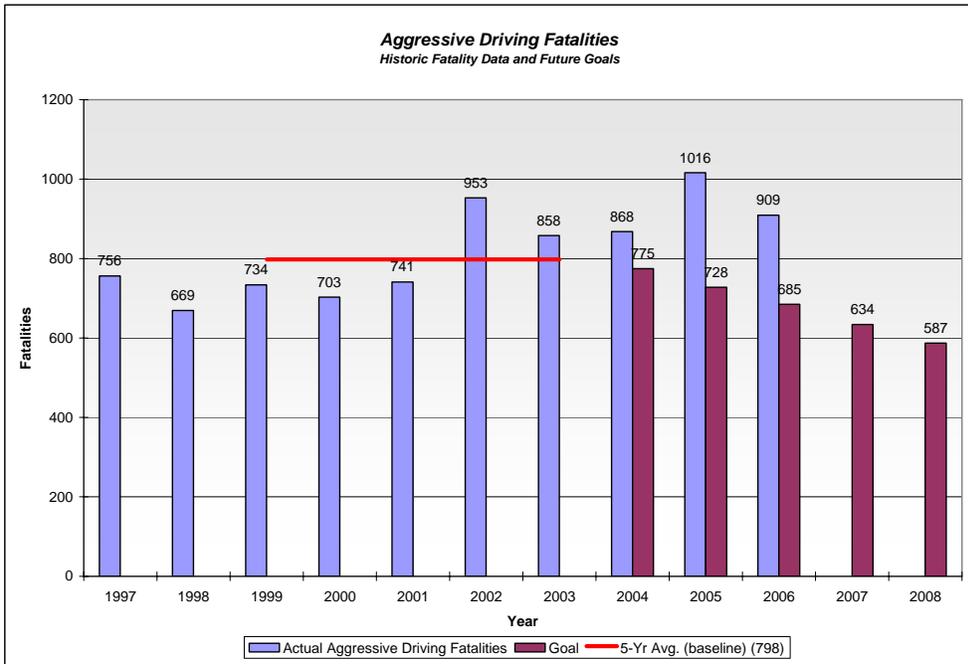
<b>2010 Motorcycle Safety Incentive Total</b>	<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety Total</b>	<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>
<b>NHTSA Total</b>	<b>\$ .00</b>	<b>\$8,030,000.00</b>	<b>\$17,645,000.00</b>	<b>\$19,005,000.00</b>
<b>Total</b>	<b>\$ .00</b>	<b>\$8,030,000.00</b>	<b>\$17,645,000.00</b>	<b>\$19,005,000.00</b>

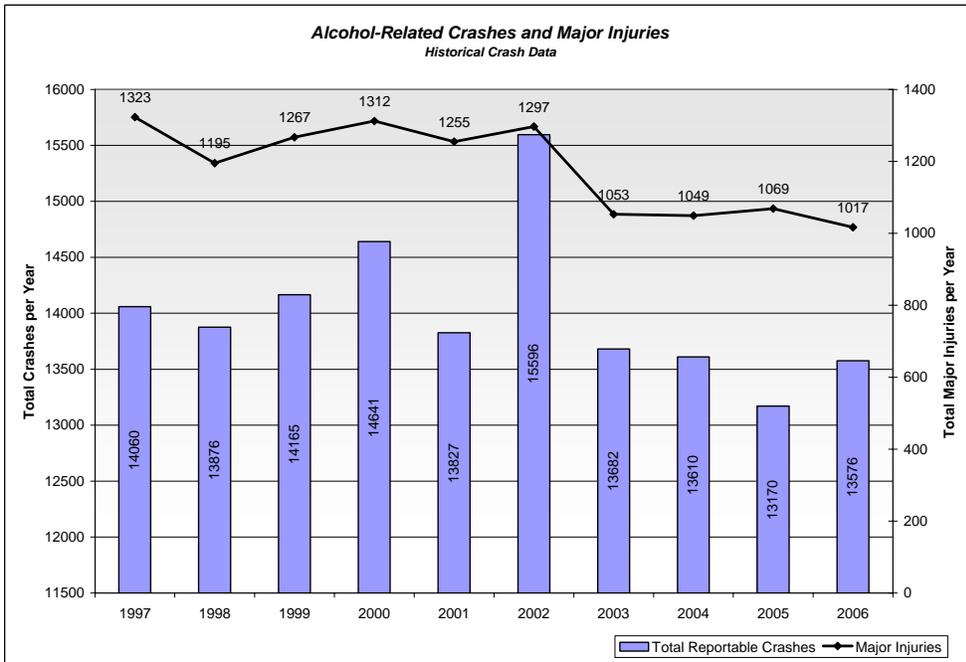
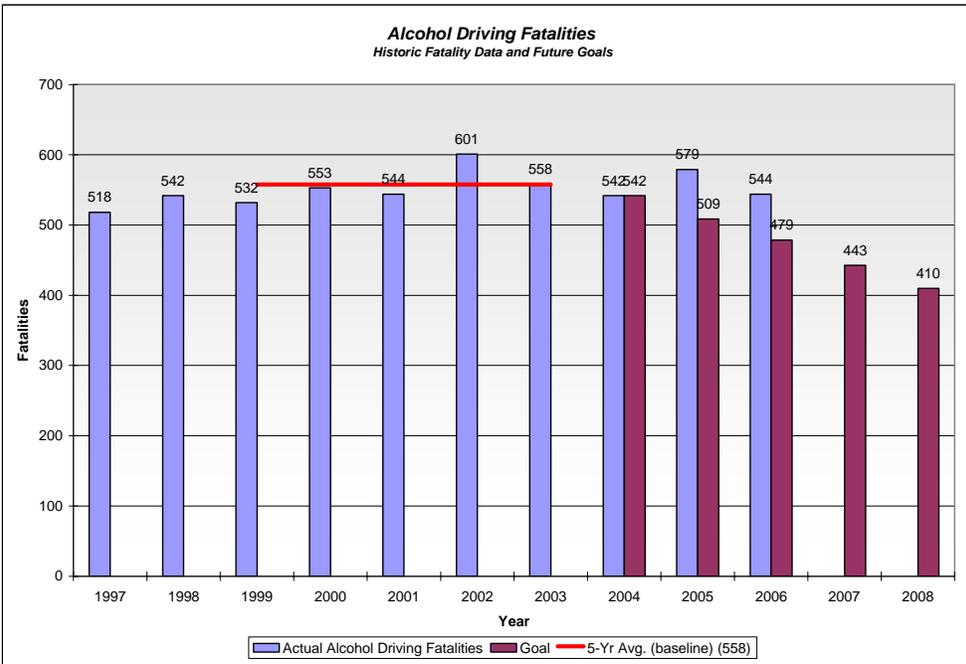
Appendix A (Charts and Graphs)

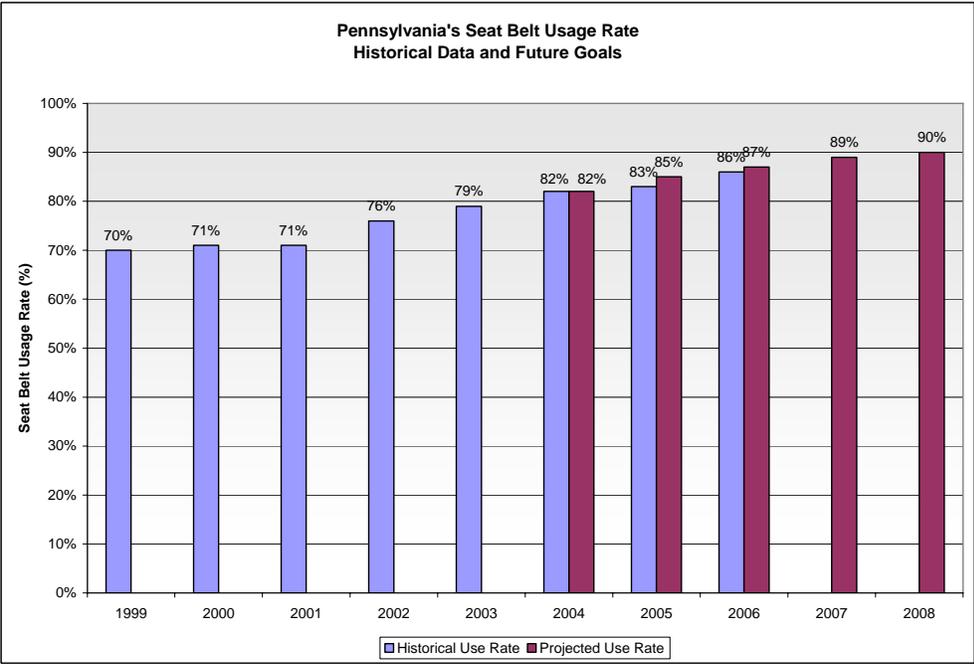
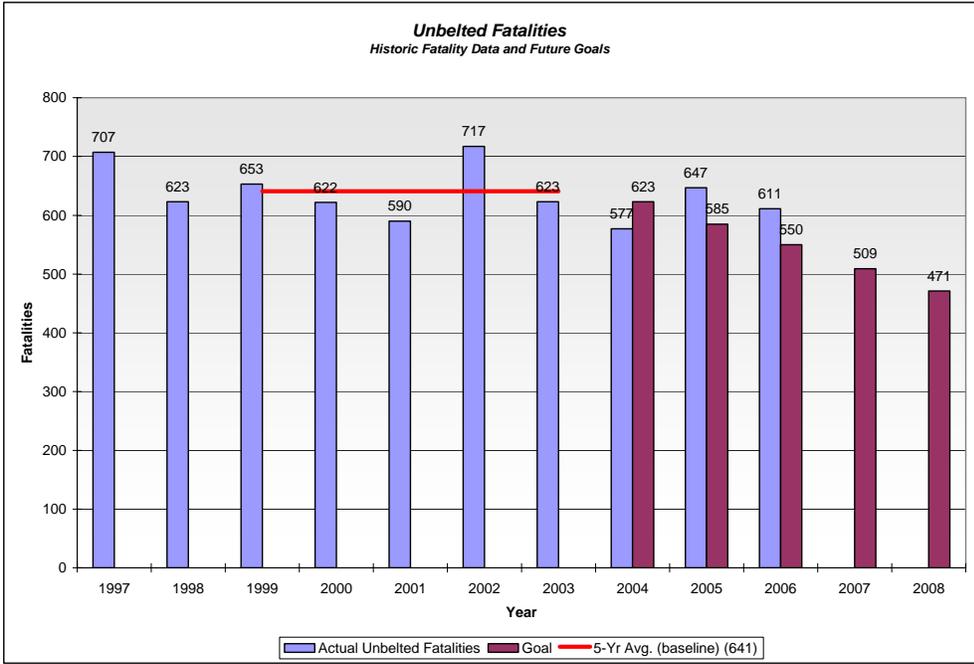


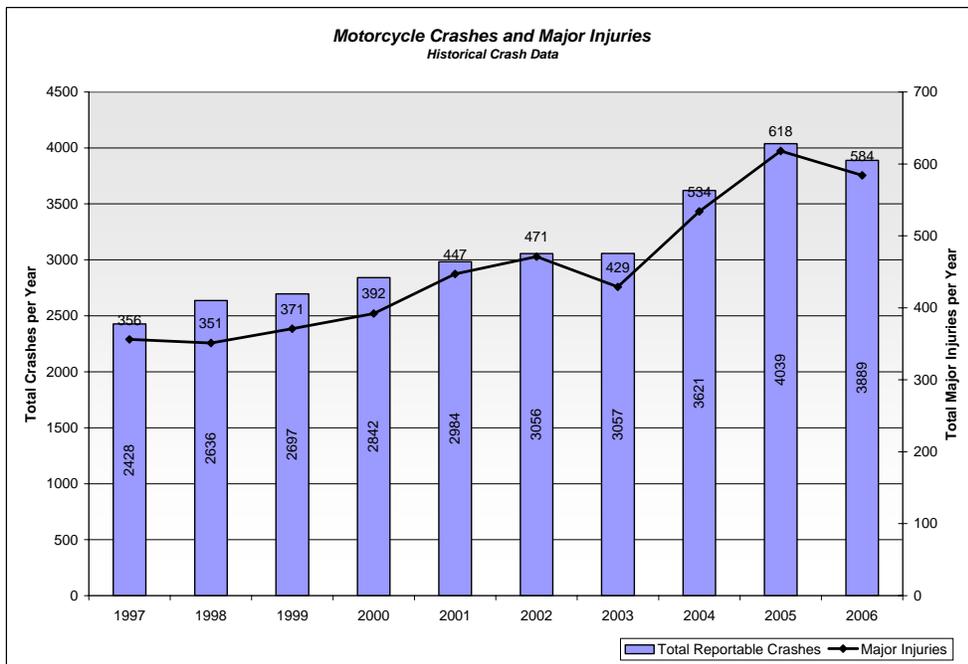
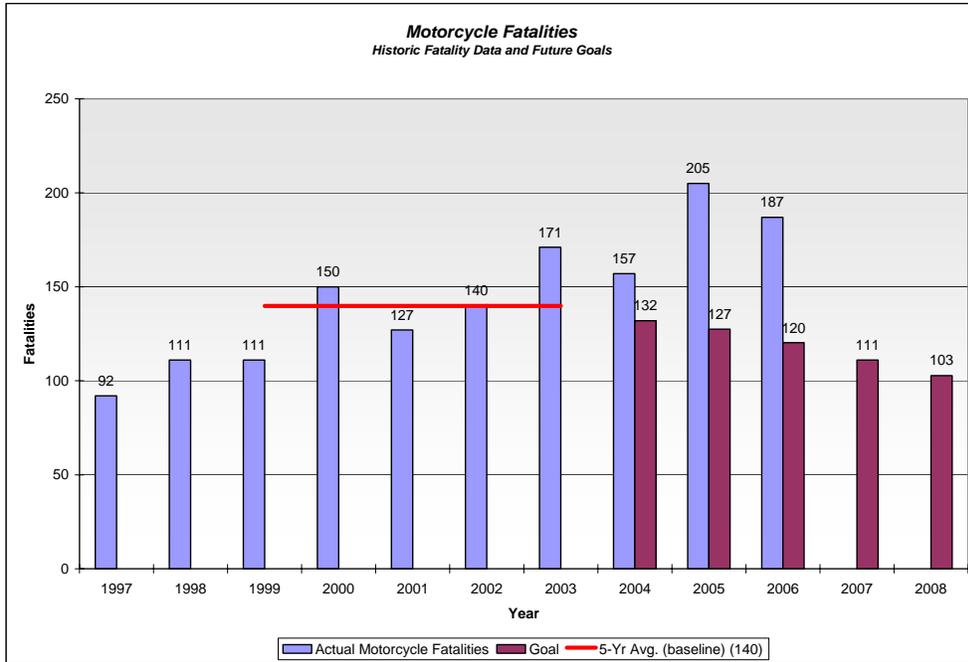
**Pennsylvania's Fatality Rates and Goals**  
*Fatality Rates - Historical Rates and Future Goals*

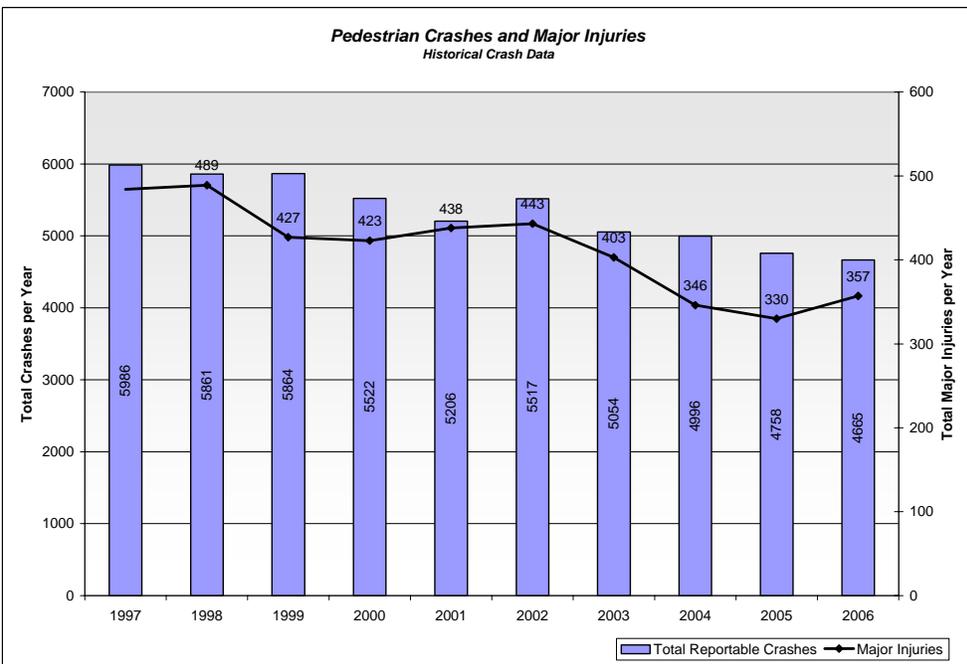
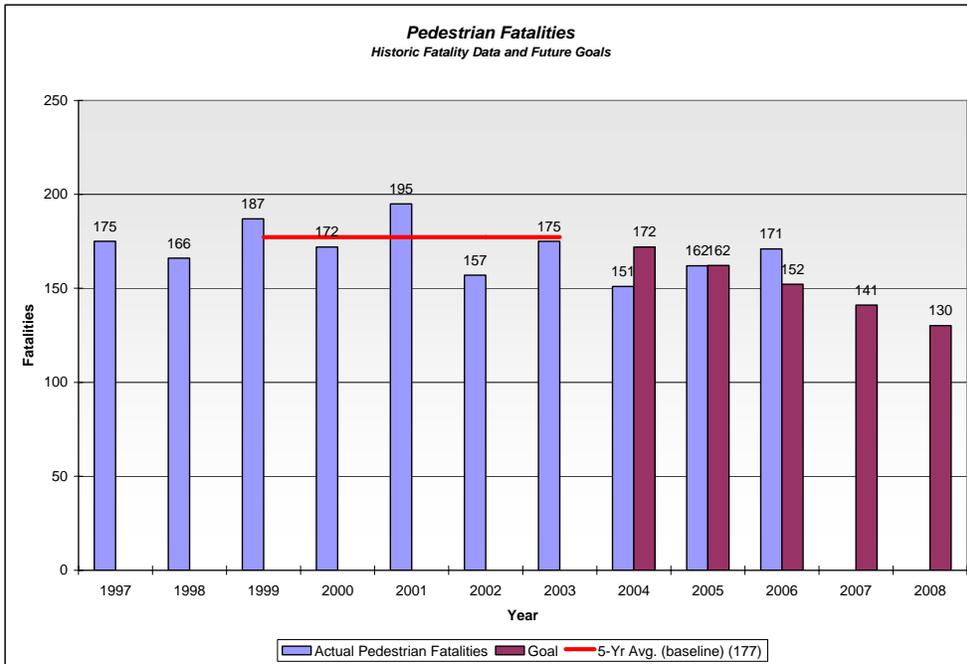


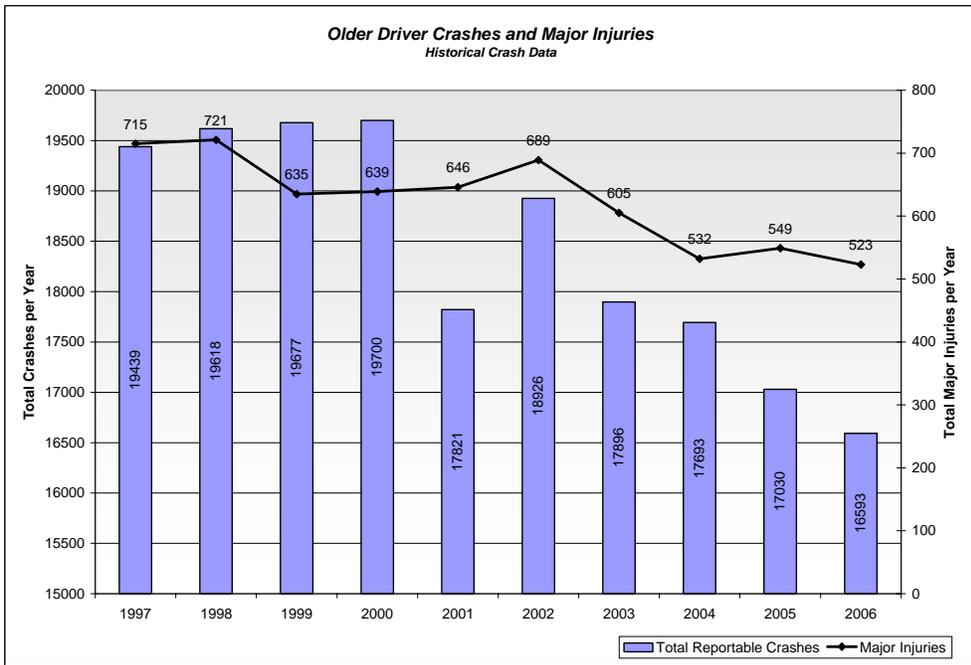
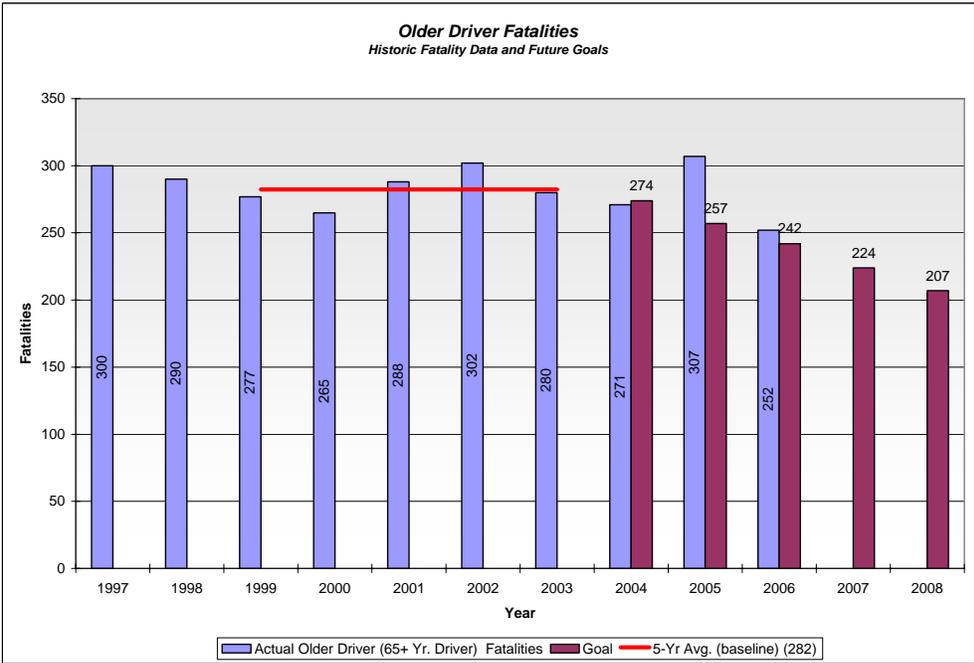


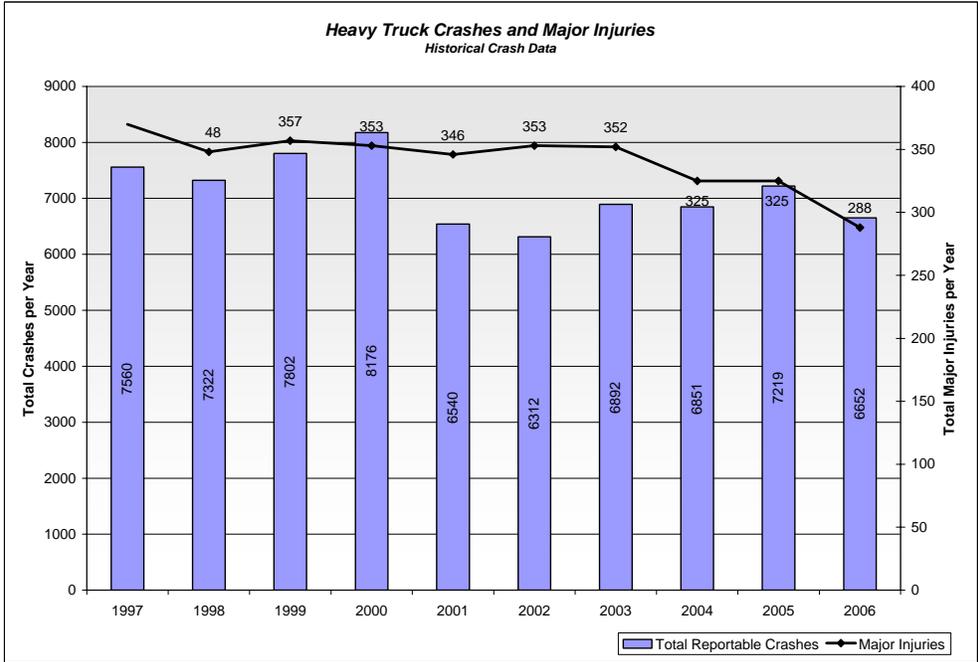
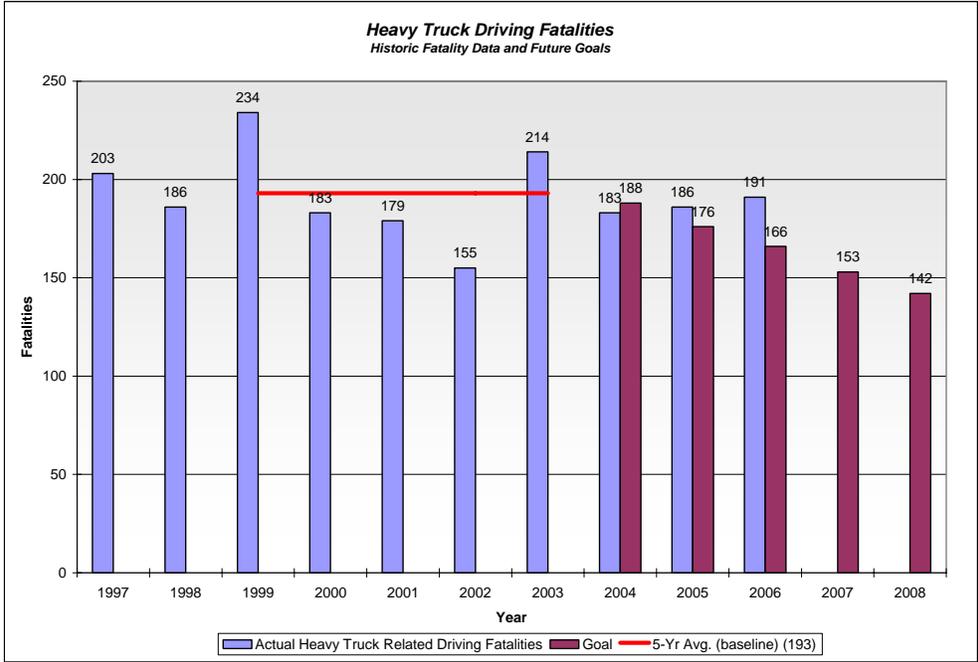




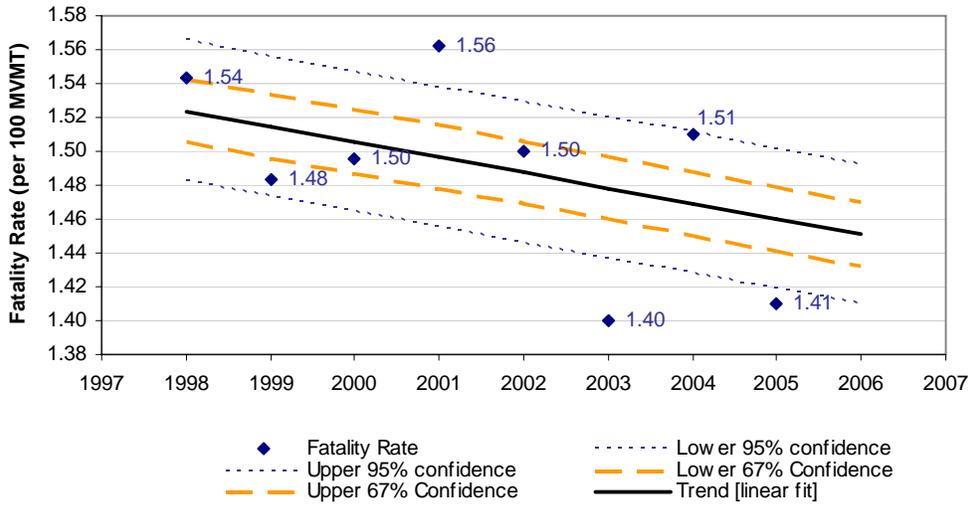




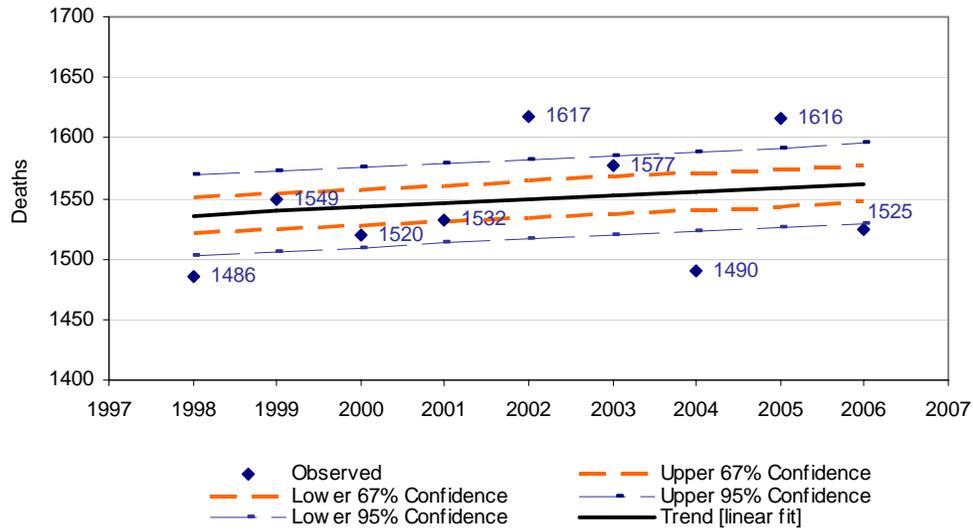




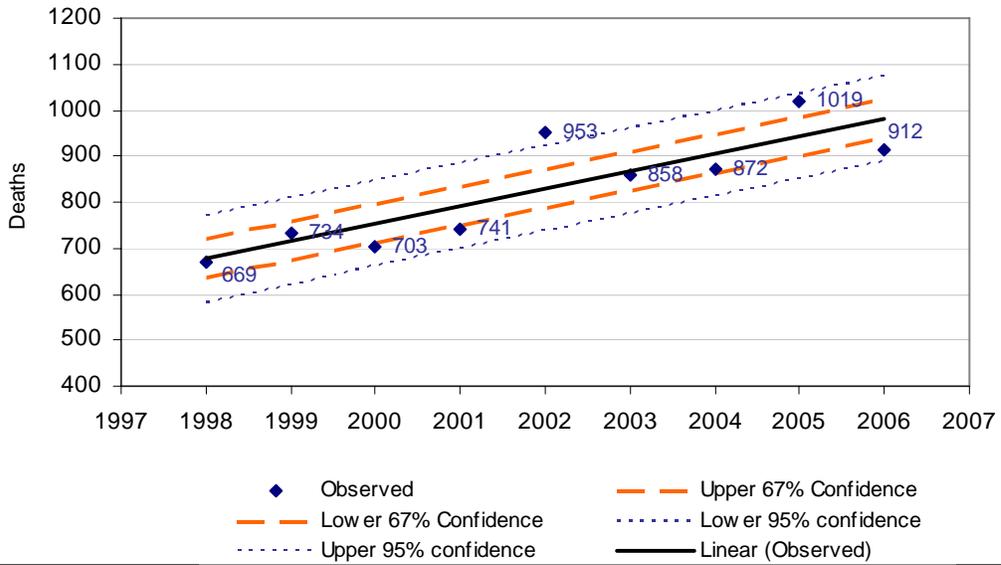
### Pennsylvania Highway Fatality Trend - Fatality Rates



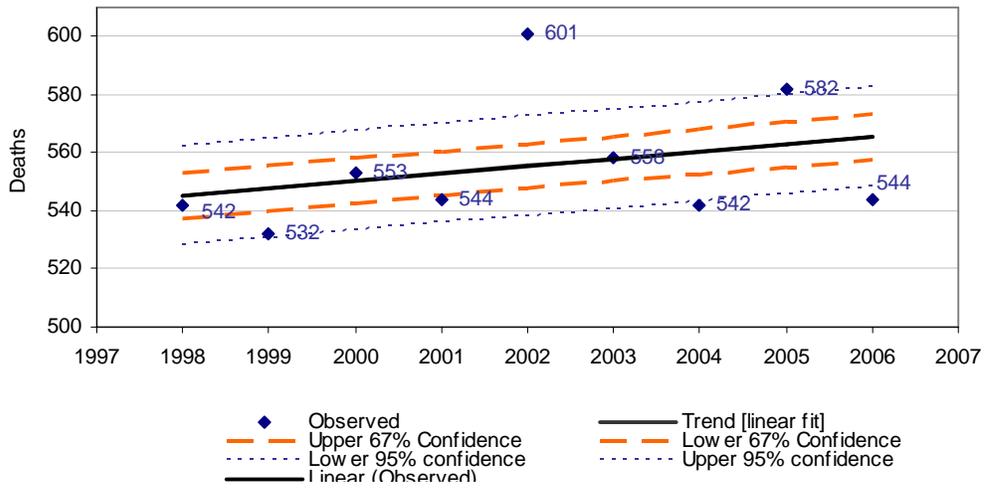
### Pennsylvania Highway Fatality Trend



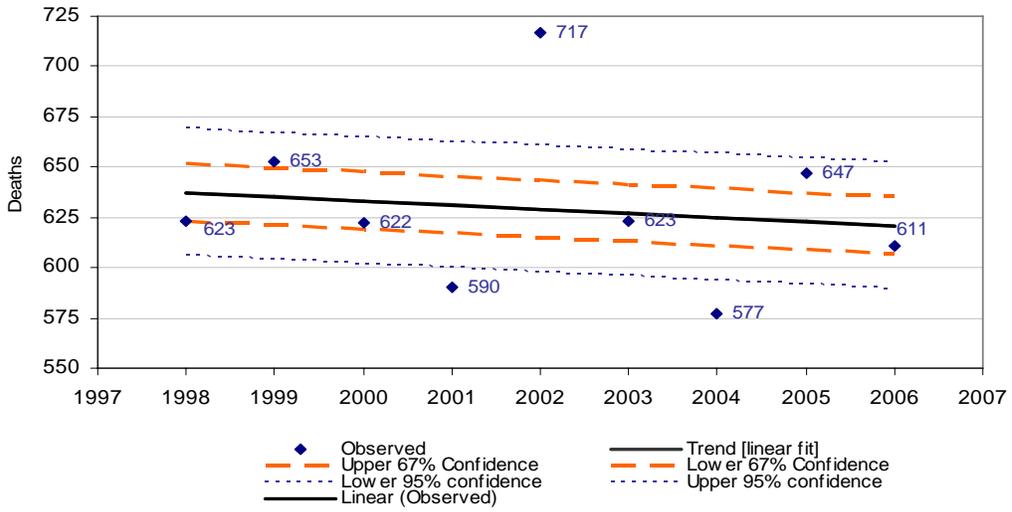
### Pennsylvania Highway Fatality Trend - Aggressive Driving Fatalities



### Pennsylvania Highway Fatality Trend - Alcohol-Related Fatalities



### Pennsylvania Highway Fatality Trend - Unbelted Fatalities



### Pennsylvania Highway Fatality Trend - Motorcyclist Fatalities

