

# **PENNSYLVANIA**

## **Highway Safety Plan Federal Fiscal Year 2006**



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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.

In 2003 the PENNDOT set an ambitious goal to reduce our fatality rate per 100 million miles traveled to 1.0 by 2008. Safety has been established as one of PennDOT's strategic focus areas (SFA), which moved it into the top group of the Department's priorities. 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 analysis of crash data for PennDOT's Safety SFA yielded five driver-related initiative areas that fit eligible 402 funding criteria: 1) increase safety belt use, 2) reduce alcohol-related fatalities, 3) reduce deaths attributed to aggressive driving, 4) improving the Crash Record System and 5) improving older driver safety. Major programming for these initiatives is included in the overall FY 2006 Performance Plan using both federal and state funds. In addition, examination of data trends has brought heavy trucks, motorcycles, pedestrian safety, and local road safety to the forefront as issues to be addressed.

## **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 to create one of the safest roadway systems in the country.

Obtaining a fatality rate of 1.21 by 2006 corresponds to 10.2 percent reduction in total traffic-related fatalities from 1,490 in 2004 to a total 1,338 by 2006. 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 AASHTO, USDOT (FHWA, NHTSA, and Federal Motor Carrier Safety Administration-FMCSA), Governors' Highway Safety Association (GHSA), and the American Association of Motor Vehicle Administrators (AAMVA).

## Organization and Staffing

The Highway Safety Office 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 Director, Bureau of Highway Safety and Traffic Engineering 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 Bureau of Highway Safety and Traffic Engineering (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 BHSTE 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.

Highway safety programming is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other state and local governments. The primary functions of the Highway Safety Office include:

- **Problem Identification:** Includes identification of actual and potential highway safety hazards and the development of effective countermeasures.
- **Administration:** Includes the distribution of federal funds to state, local, and private agencies and the preparation of the Annual Highway Safety Performance Plan and the Annual Evaluation Report.
- **Monitoring & Evaluation:** Includes monitoring legislative initiatives that impact highway safety and evaluating approved highway safety projects.
- **Public Information & Education:** Includes development and coordination of numerous public awareness activities with emphasis on the identified priority areas.

The Deputy Secretary for Highway Administration, **Gary Hoffman, 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 the Safety Management Division, Bureau of Highway Safety and Traffic Engineering. The Manager of the Highway Safety Division 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 Fiscal Technician, of the Division of Risk Management. The 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.

**Vacant, 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. Supervises two Transportation Planning Specialists.

**Nancy Thomas, Transportation Planning Supervisor** - 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 preparation of the Annual Highway Safety Performance Plan and Annual Report. Assists with the Department's e-grant system currently under development. Supervises two Transportation Planning Specialists and a Clerk Typist 2.

**David Holt, Transportation Planning Specialist 1** - 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.

**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 Comprehensive Highway Safety Program and other programs. Acts as the Purchaser for the Bureau and Division.

**Troy Love, Transportation Planning Specialist 1** - 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 works with the Bureau of Driver Licensing on the Court Reporting Network project and in the preparation of the 0.08 BAC law report for the State Legislature. Lead in the development of the Annual Highway Safety Performance Plan and Annual Report.

**Thomas Glass, Transportation Planning Specialist 1** - 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 Comprehensive Highway Safety Program and other programs. Will assist with the statewide e-grants system being developed by the Department.

**Danea Hall, 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.

**Carolle Walton, 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.

**Jamie Marks, 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.

### **Delegation of Authority**

The current process to establish the Highway Safety Program is as follows:

- Safety Advisory Committee
- Program Management Committee

Upon approval of the programs, grants are initiated by the Program Services Section. Proposals are reviewed and finalized into a grant package for submission to the grantee for signature. Upon receipt of the signed forms from the Grantee, the grant is disseminated through the Department's legal process.

The highway safety grants require the signature of the Deputy Secretary, Chief Engineer, 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.

## **Relevant Training**

As indicated below the staff of the Program Services Section of the Bureau of Highway Safety and Traffic Engineering, PennDOT, regularly participates in National Highway Traffic Safety Administration (NHTSA) Training opportunities as well as Management Training offered within the state.

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

**Regis Ryan, Transportation Planning Specialist 1**, No training to report.

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

**Nancy Thomas, Transportation Planning Specialist Supervisor**, No training to report – began employment 8/18/05.

**Dave Holt, Transportation Planning Specialist 1**, Alcohol Programs, Program Services Section - NHTSA Program Management; PennDOT Effective Presentations; Effective Writing; Time Management Training; DUI at 0.08 Training; NHTSA Financial Seminar; and NHTSA Instructor/Facilitator Workshop.

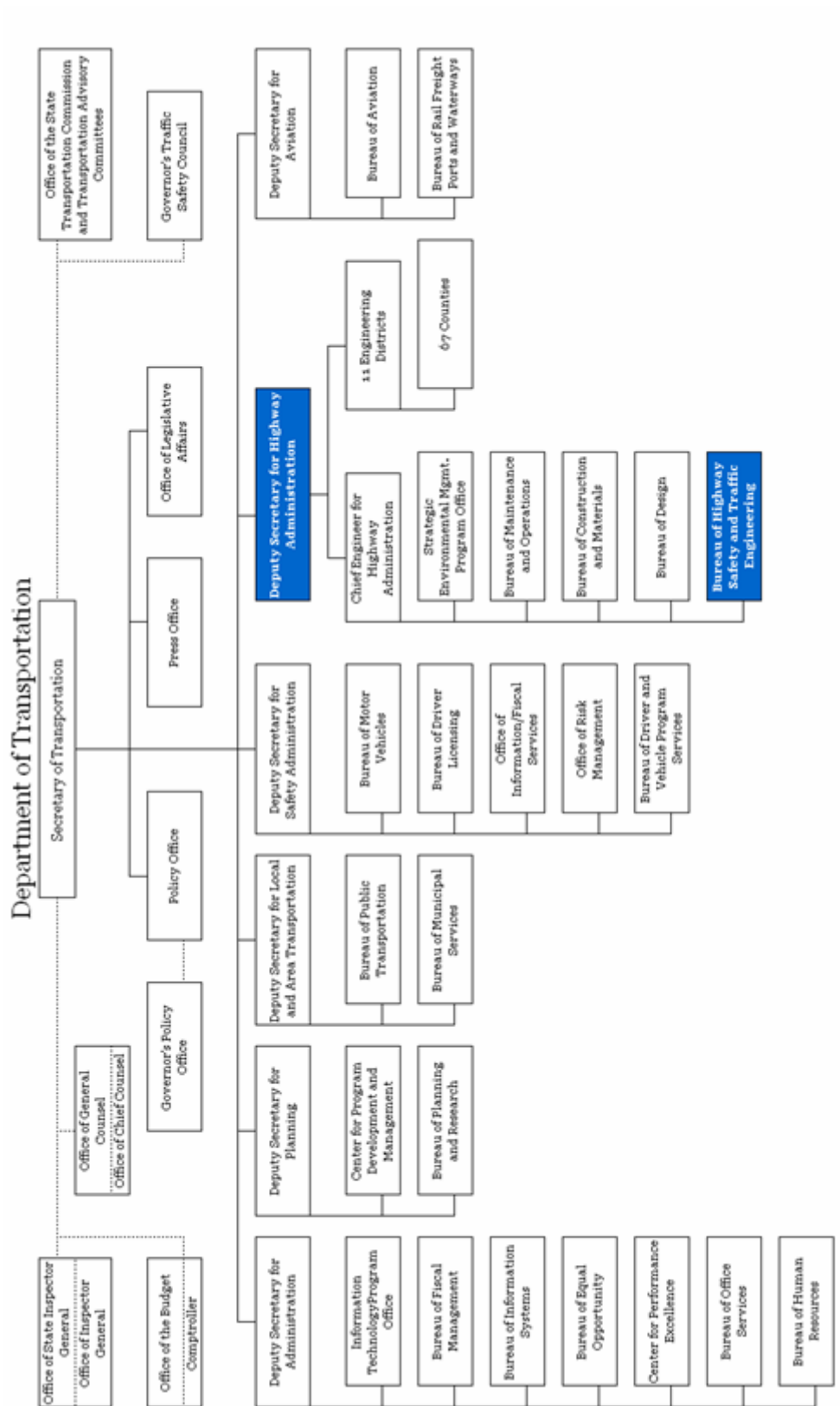
**Troy Love, Transportation Planning Specialist 1**, Alcohol Programs, Program Services Section - NHTSA Program Management; NHTSA Data Analysis in Highway Safety Problem Identification and Program Evaluation; DUI at 0.08; and PennDOT's Effective Presentations.

**Jamie Marks, Clerk Typist 2**, Program Services Section - No training to report.

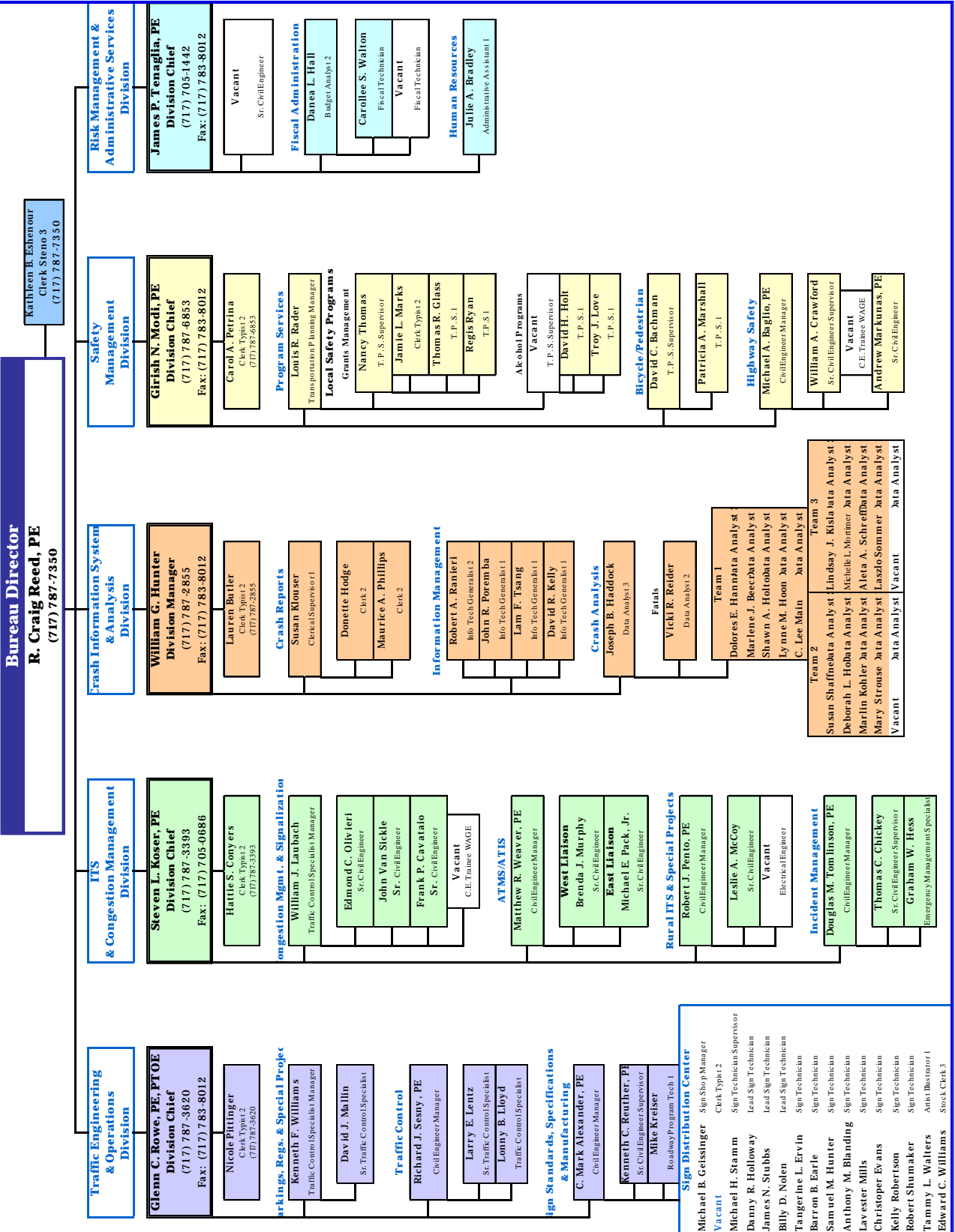
**Danea Hall, Budget Analyst 2**, Fiscal Administration - No training to report.

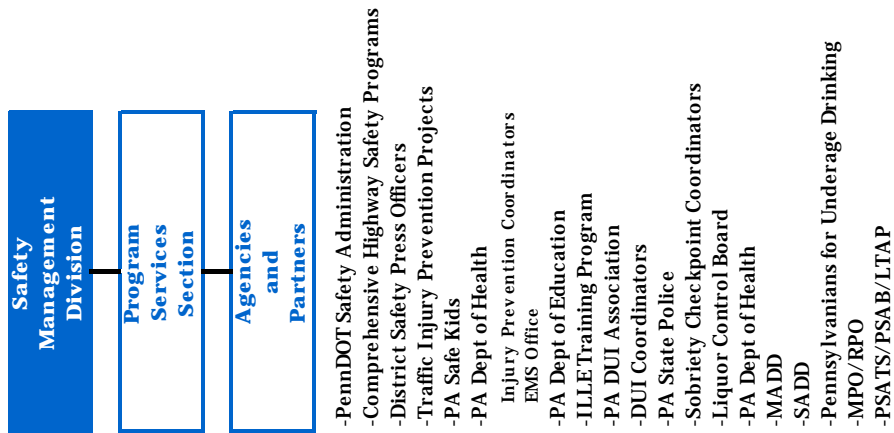
**Carolle Walton, Fiscal Technician**, Fiscal Administration - No training to report.





# 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 71.4 percent of the state's roadways and the remaining 28.6 percent are classified as urban.

According to the US Census Bureau the population of Pennsylvania was 12,281,054 in the year 2000. Approximately 85.4% of the population is Caucasian, 10% African-American, 3.2% Hispanic, 1.8% Asian/Pacific Islander, and less than 1 percent Native American. Pennsylvania's population has increased 0.7 percent in 2003 to an estimated 12,365,455 people. 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	Registered Vehicles	VMT (Millions)
1997	8,317,715	9,692,499	98,343
1998	8,404,689	9,842,427	100,357
1999	8,478,276	9,901,148	102,483
2000	8,229,490	10,085,392	102,400
2001	8,226,202	10,629,896	103,549
2002	8,323,741	10,519,757	106,115
2003	8,369,579	10,768,222	104,829

### 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. Pennsylvania's Lieutenant Governor is Catherine Baker Knoll (D). The General Assembly consists of the House of Representatives and the Senate. There are 109 Republican and 94 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 Rick Santorum (R). There are 19 Congressmen representing Pennsylvania, 12 Republicans and 7 Democrats.

## **Legislative and Major State Issues**

We are not aware of any issues taking precedence over highway safety issues. There has been discussion 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.

## **Highway Safety Plan**

### **Summary of Goals**

The most important highway safety goal of PennDOT is reaching a fatality rate of 1.0 by the year 2008. (See Appendix A) Education, enforcement, and engineering tools will be implemented in obtaining the 1.0 fatality rate. Pennsylvania's fatality rate for 2004 was 1.46. Our fatality rate goal is 1.21 by 2006. We will work toward this goal by increasing seat belt use, reducing DUI and speeding fatalities, and improving older driver safety as outlined below.

1. **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 current usage rate of 83.3 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 education. Our goal is to increase seat belt use to 87 percent by 2006. In order to achieve an 87 percent use rate, Pennsylvania must convert 22 percent of its current non-seat belt users into seat belt users.

Alternately, Pennsylvania may pass a Primary Seat Belt Law that would help us reach our goal with reduced funding.

2. **Reducing Impaired (DUI) Driving** - One of PennDOT's major goals is to reduce alcohol related fatalities by 26 percent by 2008. Our goal is to reduce alcohol-related fatalities 9 percent by 2005 from the 1999-2003 average. Impaired drivers continue to be involved in a high percentage of crashes and fatalities (approximately 36 percent) around the state. With increased enforcement programs in connection with new DUI legislation, Pennsylvania should be able to achieve its goal.
3. **Reducing Aggressive Driving (incl. Speeding Related)** - Approximately 58% of all fatalities in Pennsylvania involve aggressive driving. Out of those, 29% are 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 250 in FY 2004 to 205 in FY 2006.

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.

4. **Improving the Crash Records System and other Information/Decision Support Systems** – Pennsylvania's goal is to complete all previous year crash data including 2002 and 2005 by April 2006. Approximately 75% of all crash reports received during 2005 would be entered in the Crash Record System by September 1, 2005.

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
  - 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 will also deploy CDART (Crash Data Analysis and Retrieval Tool) by September 2005 to help PennDOT staff get crash data analysis capabilities at their individual work stations.

5. **Improving Older Driver Safety** – For calendar year 2004, our goal is to reduce motor vehicle fatalities by 3 percent, and by 9 percent for calendar year 2006.

## **Grant Selection Process**

Pennsylvania is one of the lead states in the development and implementation of the American Association of State and Highway Transportation Officials (AASHTO) Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP). Pennsylvania has adopted the plan, which identifies twenty-two safety focus areas; PennDOT has added local road safety.

When the final plan is complete, it will provide a comprehensive strategic approach to help Pennsylvania realize, by 2008, a goal of one fatality per one hundred million vehicle miles traveled across the state highway system. The plan will consist of strategies in key areas of education, enforcement, engineering, and emergency response. Upon finalizing the plan we will be sharing it with our partners such as the Pennsylvania State Police, the Departments of Education and Health, Liquor Control Board, PA Safe Kids, PA DUI Association, PA MADD, PA SADD, AAA, and others to ask for their support of our efforts.

The draft plan was shared with the Safety Advisory Committee (SAC) for their review and comments. The SAC was established in March 2003 by the Program Management Committee (PMC) to provide input into the development of the Highway Safety Program.

The purpose of the SAC is to provide broader participation in the development of the annual safety grants program in order to better align safety program across the Department both in Highway Administration and Safety Administration and with partners like the Pennsylvania State Police. The members of the SAC include the following:

- Director of Bureau of Highway Safety and Traffic Engineering, PennDOT, Chairman
- Chief of the Safety Management Division, BHSTE, PennDOT
- Representative from Safety Administration, PennDOT
- Representative from Maintenance, PennDOT
- Representative from Motor Carrier Safety Assistance Program (MCSAP), PennDOT
- Representative from Safety Management Division on Bike/Ped, BHSTE, PennDOT
- Representative from Traffic Engineering on Work Zone, BHSTE, PennDOT
- Representative from Intelligent Transportation Systems, BHSTE, PennDOT
- Representative from PennDOT Engineering Districts, 2-0 and 10-0
- Representative from Pennsylvania State Police
- Representative from NHTSA
- Representative from FHWA

This is the third year that the SAC has assisted the BHSTE in reviewing “Agency Grant Request Forms” and ranked them for funding. During the life of the SAC, BHSTE has presented the Department’s Safety Strategic goals and scheduled presentations on

national goals of NHTSA and FHWA. SAC members and the grants program have benefited from the greater understanding of the safety programs and goals.

The chronology of the 2006 program development was as follows:

- Feb 18, 2005 - SAC meeting to start the process for 2005 federal grants
- Mar 10, 2005 – SAC members were provided with the final copies of the Agency Grant Request Form and Factor Final Point Value sheet. SAC members were told that the new proposals were due on April 4.
- Apr 4, 2005 - SAC requests for funding due to BHSTE
- Apr 7, 2005 - BHSTE distributed requests to SAC members for review and scoring
- April 18, 2005- SAC members had the opportunity to ask questions regarding the proposals
- April 27, 2005- SAC returned scoring sheets of requests for funding to BHSTE
- May 3, 2005- BHSTE presented final “2006” Summary of Grant Requests” to SAC committee. The SAC approved the summary of programs as presented. Twenty-eight requests for program funding were received.

The following Strategic Safety Focus Areas were identified as the priority areas to be addressed:

PennDOT Strategic Safety Focus Areas

- Increase seat belt usage and proper infant/child restraint use
- Reduce impaired (DUI) driving
- Reduce aggressive driving
- Improve older driver safety
- Improve pedestrian safety
- Improve heavy truck safety
- Improve motorcycle safety

On May 23, 2005 a meeting was held with Deputies Gary Hoffman, Betty Serian, Chief M.G. Patel, Bureau Directors R. Craig Reed and Rebecca Bickley and Dianna Reed to discuss the safety priorities being presented to the PMC.

BHSTE presented the safety programs as approved by the SAC to the PMC for approval on May 31, 2005.

The factors and point values used to rank the programs is outlined on the following page:



Factor	Final Point Value
<b>1. Problem Statement.</b> Is the problem clearly identified?	25
<b>2. Alignment to Strategic Focus Area (SFA) and NHTSA goals.</b> Does this program address one or more of the SFAs and NHTSA goals? Are the program goals clearly outlined? Will this program work toward the goals to be reported on the Strategic Management Committee Scorecard?	20
<b>3. Program Activities.</b> Does this request clearly identify the activities to be conducted? Will the activities to be conducted address the problem stated?	25
<b>4. Measurements of Results/Evaluation/Effectiveness.</b> Are the results measurable, dependable, and aligned with the grant goals?	30
<b>5. Cost of the Program.</b> Is the cost reasonable compared to the benefit?	0
<b>6. Past Performance of the Grantee.</b> What was the grant activities, what were the results of the activities, how well were the goals and objectives achieved?	0

The programs are ranked in priority order and available funding is identified based on the program being conducted. Upon approval of the safety programs by the PMC, the potential grantees are contacted and requested to submit proposals for review and approval.

All projects are monitored by BHSTE 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 spend the funds 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. It is suggested to the grantees to submit reimbursement requests monthly; however, this is not a requirement.

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

The Bureau of Highway Safety and Traffic Engineering 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.

We 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. We can then determine if education, enforcement, or engineering or a combination of these components is 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 crash target roadways for directing sobriety checkpoints and roving DUI patrols. Additionally, strong encouragement is provided to 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, we look at unbelted crashes and fatalities and our seat belt observational use data to determine our low seat belt use locations. In September 2004, we 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 Mid-Atlantic States and the District of Columbia conducted a border-to-border nighttime enforcement project on May 25, 2005.

Although there is no full time data analyst on staff, the Chief of the Safety Management Division, Girish Modi, does review and evaluate the crash data to determine where and what type of crash problems are occurring.

The Comprehensive Highway Safety Coordinators and District Safety Press Officers also contact our office 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 in the past year. For the year 2002, only fatal crashes were entered in the Crash Record System. 2003 crash data was completed in October of 2004, 2004 crash data was completed in July

2005, and 2005 crash data will be completed by April 2006. We have also entered 40% of all crash data for the year 2002 by September 1, 2005.

All proposals for grants starting on October 1, 2005 included 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 during June of 2005.

## Individual Program Area Details

### 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. Based on the June 2005, statewide observational seat belt use survey Pennsylvania's seat belt use rate is 83.3% up from 81.76% in 2004. Since the implementation of the Click It or Ticket (i.e., enforcement, education & paid media) model, the Commonwealth has achieved over a 13-percentage point increase (70.7% in 2000, to 83.3% in 2005).

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

Year	Conversion Rate
2002	17.6%
2003	13.2%
2004	13.7%
2005	8.2%
<i>Projected</i>	
2006	13.3%
2007	15.4%
2008	9.1%

In 2001, 67.1% of all people involved in crashes were wearing seat belts. Nearly twice as many people (53.2%) not wearing seat belts died in crashes compared to those individuals (27.7%) who were using seat belts. Based on 2001 crash and economic data, if 100% belt use had been achieved in the Commonwealth, 457 lives would have been saved; approximately 1,200 serious injuries could have been avoided; \$2,892,276,234 or approximately \$235 for every man, woman, and child would have been saved.

Goal: Increase the safety belt use rate from the 2005 rate of 83.3 percent to 87 percent by September 30, 2006 (convert 22 percent of current non-users to users).

#### Activities/Measures:

- At a minimum conduct one "Click It or Ticket" campaign in the Commonwealth from May 22 – June 4, 2006, using paid advertising, education and enforcement (both day and night) to increase awareness and usage.(405, 157 Innovative Funds)
- Conduct a statewide nighttime safety belt observational use survey. (405, 157 Incentive Funds)
- Conduct a minimum of one federally approved daytime observational safety belt use survey immediately following the May CIOT Mobilization. (402 and 157 Innovative 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 250 local and municipal law enforcement agencies.(157 Innovative, 405 and 157 Incentive Funds)
- Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2006 mobilization (s). (405, 157 Incentive, 157 Innovative 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. (402 Funds)
  - Maintain cps funding for the PA State Police to continue operation of the Commonwealth's 82 cps fitting stations. (2003b Funds)
  - Maintain funding for the Comprehensive Highway 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. (402 and 2003b Funds)
  - Pilot one pickup truck safety belt use enforcement/education project.(405 Funds)
  - Conduct one Hispanic safety belt/cps enforcement/education project.(405 Funds)
  - Participate in the NHTSA Mid-Atlantic Region's April, 2006 Law Enforcement Highway Safety Training Summit.(157 Innovative, 157 Incentive, 405 Funds, 410)
  - Conduct at a minimum one (1) site visit to all police agencies receiving 157 grant funds.(157 Innovative Funds)
  - Participate in the NHTSA Mid-Atlantic Region's Occupant Protection task force meetings and/or conference calls.(402, 157 Innovative, 157 Incentive, 405 Funds)
  - Participate in the Smooth Operator campaign to address aggressive driving (405, 157 innovative, 157 incentive, 402)

## **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 2004, there were 542 alcohol-related deaths as a result of motor vehicle crashes.

In 2001 (the latest available data for crashes), alcohol-related crashes accounted for approximately 11% of the total crashes; but resulted in 36% of all persons killed in crashes. In addition, four out of five (81%) of the drinking drivers involved in crashes were male (between the ages of 16-30), driving between 8:00 p.m. and 4:00 a.m. (78%) on Friday, Saturday and Sunday. Also, in 2001, 14% of all holiday crashes involved alcohol use but resulted in 40% of the deaths. The pre-Thanksgiving through post-Thanksgiving period had the highest number of alcohol-related crashes (647) and deaths (33). The 2001 alcohol-related crash information also reflected motorcycle crashes involved a large number of drinking drivers, almost twice the average for all other vehicles. In addition, according to Pennsylvania's 2001 crash data, 37% of the driver deaths in the 16-20 age group were drinking drivers.

**Goal: To reduce alcohol-related fatalities 9 percent from the 1999-2003 average by 2006.**

Activities/Measures:

- Maintain 47 Local and one State Police DUI law enforcement projects statewide. These projects will involve approximately 450 law enforcement agencies. Conduct 285 sobriety checkpoints, 700 roving DUI patrols, and 90 mobile awareness patrols. (410/157 Incentive/163 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. Anticipate conducting 200 sobriety checkpoints, 350 roving DUI patrols, and 50 mobile awareness patrols.
  - Special project activity will be conducted in conjunction with the national Labor Day crackdown and other national DUI crackdowns. State and Local law enforcement agencies will be conducting varied high visibility DUI enforcement events over a two (2) week holiday period.
- 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 conducting roving DUI patrols.
- Conduct Drug Recognition Expert (DRE) Training – The PA State Police have one trooper certified as an instructor who plans to begin training efforts for the State Police and Municipal officers. (163 Funds)
- Continue two (2) existing DUI court pilot projects in order to complete the data collection and evaluation process as well as the implementation of two (2) to five (5) new DUI court projects. Philadelphia and Allegheny Counties have been selected so far with the remaining three (3) counties to be determined. (163 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. (163 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. (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. (410/157 Incentive/163 Funds)

- Continue to support the Institute for Law Enforcement and Education (ILEE) grant for municipal police trainings. ILEE will conduct approximately 160 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 3,000 police officers annually. (402 Funds)
- Continue to support funding for the State Police to conduct standardized field sobriety testing training for their troopers. (410 Funds)
- The State Police will target the south/eastern portion of the Commonwealth to conduct roving DUI patrols and sobriety checkpoints every other weekend for one year at five different State Police installations. Roving DUI patrols will be conducted on 24 weekends. Ten sobriety checkpoints will also be conducted as part of the program.
- Participate in the NHTSA Mid-Atlantic Region's April Law Enforcement 2006 Summit. (410, 163 and 157 Incentive Funds)

### **Police Traffic Services (Aggressive Driving)**

Approximately 58% of all fatalities in Pennsylvania involve aggressive driving. Out of those, 29% are speed-related. As the speeding convictions are going down, the average speed on our interstate highways is going up.

The Pennsylvania Department of Transportation (PennDOT) recently developed a statewide Aggressive Driving Strategic Plan. 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 PA Commission on Crime and Delinquency. The plan has been embraced by eight other Commonwealth agencies.

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 addition to the Aggressive Driving Plan, in 2002, the Commonwealth held a symposium to reduce the number of crashes involving commercial vehicles. The results of the symposium identified an enforcement initiative as well as an initiative to educate the motoring public and commercial vehicle operators on driving safely and sharing the road.

When crashes involving aggressive drivers and/or commercial vehicles do occur, it is critical that emergency responders are able to control the scene and traffic congestion as quickly as possible to avoid additional crashes from occurring. Educating the responders

and coordinating activities is essential for the safety of the responders as well as the motoring public.

**Goal: To reduce the number of aggressive driving (speed) related fatalities by 9% in calendar year 2005 and by 14.2 % from the 5-year baseline average (1999-2003) for calendar year 2006.**

Activities/Measures:

- Conduct highly visible targeted enforcement in areas with a high rate of aggressive driving crashes. Encourage seat belt enforcement as part of all enforcement efforts.
- Participate in the Mid-Atlantic Region's Smooth Operator Aggressive Driving Campaign
- Educate the public about the dangers of aggressive driving and 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.
- Purchase and Pilot Mobile Radio Detection and Ranging Speed Timing Devices (Moving Radar) and Light Detection and Range (LIDAR) devices to conduct targeted enforcement.(163 Funds)
- Conduct training for police and allow police to attend conferences/workshops to encourage targeted enforcement activities.
- Designate double fine "highway safety corridors" as per Act 229 of 2002.
- Implement, conduct enforcement, and evaluate six double fines "highway safety corridors" throughout the Commonwealth. (402 and 163 Funds)
- Through the State Police's computer-based Prophecy Program and the Automated Incident Memo System (AIMS), select enforcement locations and times based upon analysis of traffic volume, crash data, frequency of traffic violations, traffic conditions, and include consideration of geographic and temporal factors. Conduct speed enforcement programs, including aggressive driving, as identified by the Problem Specific Policing analysis.
- 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. (163 Funds)
- Continue funding for the City of Philadelphia's speed enforcement project on Roosevelt Boulevard.
- Purchase equipment for Collision Analysis and Reconstruction Specialists to conduct complete and fast crash investigations in order to reduce traffic congestion



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
- Effectiveness of LIDAR and Moving Radar on enforcement
- Reduction in incident clearance times and number of secondary crashes
- Results of new technology devices and methods.

### **Traffic Records**

Motor vehicle crash data is required by Federal and State laws. Timely and accurate crash data is needed by PennDOT and other agencies for safety planning and program development, tort defense and responding to inquiries by many parties including the Legislative Budget and Finance Committee. Crash data is broken down by crash severity, injury severity, person type, road types and vehicle types. This data is then 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 is also used to evaluate the programs implemented.

The crash report form was changed several years ago, and now there is a significant backlog in processing crash reports in PennDOT. To address this backlog, a production plan has been developed and is being implemented. Currently 97% of all crash reports come in on paper. The plan is addressing ways of increasing the use of automated processes, improving data accuracy, and using additional resources for support.

PennDOT is encouraging police agencies to submit crash reports electronically. About 2% of the paper reports come in error free but over 60% of the reports received electronically are error free. Electronic reports will provide more accurate and timely submission of crash reports.

Most of the BHSTE Crash System staff are providing the support for the new Crash Reporting System and assisting police partners with the crash reports and time to provide expert analysis and retrieval of crash data is extremely limited. Therefore it is proposed that a consultant be hired to act as a resource to assist PennDOT and other safety partners with data requests and data analysis.

**Goals: To Have all previous years, including 2005, crash data entered into the Crash Record System by April 2006.**

### **Activities/Measures:**

- Conduct a Traffic Records Assessment by January 2006.

- Hire temporary employees in PennDOT by May 2005 to assist with the backlog. (157 Incentive Funds)
- Continue with the Department of Revenue to convert paper reports into electronic (this includes scan, scan QC, and ICR) crash reports. (157 Incentive Funds)
- Identify and receive additional sources of funding by October 2004, to support the reduction of the backlog.
- Purchase computers and software for approximately 30 municipal police agencies to submit reports electronically.(402 Funds)
- Conduct weekly update meetings regarding the Crash Reporting System and backlog results.
- Implement GIS and other data analysis tools. (To be released in September 2005 with continuing improvements)
- Train partners to use the CDART system. (402 Funds)
- Improve the accessibility of crash data by partners and data users.

### **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: For calendar year 2005, our goal is to reduce motor vehicle fatalities by 9% 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 September 21-22 Safety Symposium.
- 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

### **Comprehensive Highway Safety Programs**

The statewide network of Comprehensive Highway Safety Projects (CHSP) is viewed as an extension of the highway safety office and is a critical component of the highway safety program.

The CHSP 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 priority 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 CHSP Coordinators conduct extensive countywide problem identification to determine the most appropriate highway safety programs/countermeasures to impact the identified problems. 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 CHS Programs, each of PennDOT's eleven District Offices also promotes the Department's Strategic Safety Focus Areas. The District Safety Press Officer (DSPO) from District 2-0 is also the Comprehensive Highway Safety Coordinator for his area.

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 is responsible for educating the public in all highway safety areas. Educational materials are developed and disseminated through the CHS Programs, DSPOs, and our mailing service to the general public.

**Goal: For calendar year 2005, our goal is to reduce motor vehicle fatalities by 9% from the 5-year baseline average (1999-2003).**

Activities/Measures:

Identify the county/region's most significant traffic safety problem(s)

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
- Support/participate in the regional LEL occupant protection law enforcement trainings.
- Support/participate in the PA TIPP CPS trainings and cps clinics.(402 and 2003b 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.
- Continue to promote and distribute safety literature on child passenger safety, air bag safety, DUI awareness, aggressive driving, pedestrian safety, school bus safety, bicycle safety, motorcycle safety, drowsy driving, inattentive driving, and safe vehicle characteristics, through educational programs, safety events and by working with the media. Audiences will include young drivers, older drivers, health agencies, police departments, community groups, schools, colleges, etc. based on the data. (402, 2003b, and 157 Incentive Funds)
- 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.
- Hold a teleconference call with pediatricians on child safety issues.
- 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

### **Roadway Safety**

Approximately 28% of all crashes and 17% of all fatalities in the Commonwealth occur on local roads. To address this problem, the 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 157 Incentive Funds).

**Goal: To reduce the total number of motor vehicle fatalities by 9% for calendar year 2005 and by 14% for calendar year 2006 from the 5-year baseline average (1999-2003).**

Activities/Measures:

- Provide over 200 on-site and telephone technical assists to municipalities.
- Conduct 30 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.

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

## **Special Grant Programs**

### **Section 157 Occupant Protection Innovative Grant** –eligibility criteria includes:

- The state must outline an innovative plan to increase seat belt use rates, to include key enforcement strategies, a public information and education plan, outreach efforts, and an evaluation of efforts plan.

Section 157 Innovative funds are awarded to support innovative enforcement projects designed to increase seat belt use rates. Pennsylvania must submit an application to NHTSA with the required criteria, plan, and documentation to receive these funds.

The Commonwealth was awarded \$376,461 in FY2000, \$2,254,635 in FY2001 and \$1,597,969 in 2002. In 2003, Pennsylvania received \$2,062,248 of which NHTSA used \$600,000 for paid advertising in May 2003. In 2004, Pennsylvania received \$2,485,000, of which NHTSA used \$700,000 for paid advertising in May 2004. In 2005, the Commonwealth received \$1,300,000 of which NHTSA used approximately \$700,000 for paid advertising to support the May 2005 CIOT Mobilization. These funds were budgeted for employment of a statewide Law Enforcement Liaison (LEL), four Regional LEL's, overtime and/or equipment to support state and local police occupant protection enforcement during the national CIOT mobilizations, and to provide TOPS and CPS trainings to law enforcement officers. Any remaining 157 Innovative funds will be used to support additional enforcement efforts for the May 2006 CIOT Mobilization.

In FY 2006, Pennsylvania will request additional funding if authorized by NHTSA. The funds will be used as follows:

- 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 250 local and municipal law enforcement agencies.
- At a minimum conduct one “Click It Or Ticket” campaign in the Commonwealth during May 2006, using paid advertising, education and enforcement to increase awareness and usage.
- Conduct a minimum of one federally approved observational and one telephone survey to determine safety belt use and awareness.
- Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2006 mobilizations.
- Participate in the NHTSA Mid-Atlantic Region’s April, 2006 Risky Driver Law Enforcement Training Summit.
- Conduct at a minimum one (1) site visit to all police agencies receiving 157 grant funds.
- Participate in the NHTSA Mid-Atlantic Region’s 24/7 law enforcement seat belt task force meeting.

### **Section 157 Incentive Funds** – eligibility criteria includes:

- the state's seat belt use rate exceeds the national average for the two preceding calendar years, or
- The state's seat belt use rate in the previous calendar year was higher than the state's base seat belt use rate. The base use rate is defined as the state's highest use rate for any calendar year from 1996 through the calendar year proceeding the previous calendar year.

The purpose of this grant program is to encourage states to increase seat belt usage rates. A state may use these grant funds for any project eligible for assistance under Title 23.

Pennsylvania received \$964,500 in FY 2000, \$705,000 in FY 2001, and \$371,400 in FY 2002. No funding was received in FY 2003. In FY 2004, \$1,371,534 was received and in FY 2005, \$911,505 was received. These funds have been used to support state and local police occupant protection and other enforcement efforts during the November, February, May and September mobilizations, speed display boards, paid advertising in PENNDOT District 6-0 in the Philadelphia area to promote seat belt use, and printing of occupant protection and other highway safety related materials. These funds have also been programmed to be used to support Pennsylvania's alcohol law enforcement activities, crash records system, local technical assistance programs, enforcement and DUI Courts.

In FY 2006, it is proposed that the funds will be used to support the following:

- Based on the results of September 2004 nighttime safety belt enforcement project, implement the program in 10 additional jurisdictions.
- Maintain funding for the Buckle up PA project to ensure continuation of enforcement and education grants to a minimum of 250 local and municipal law enforcement agencies.
- Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2006 mobilizations.
- Participate in the NHTSA Mid-Atlantic Region's April 2006 Law Enforcement Summit.
- Participate in the NHTSA Mid-Atlantic Region's 24/7 law enforcement seat belt task force meeting.
- As part of the Local Technical Assistance Program the following activities will occur:
  - Provide over 200 on-site and telephone technical assists to municipalities.
  - Conduct 30 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.
  - Assist with the statewide Pennsylvania Traffic Engineering and Safety Conference in December 2005.
- As part of the Traffic Records Program, the following activities will occur:
  - Hire temporary employees in PennDOT to assist with the backlog.

- Contract with the Department of Revenue to convert paper reports into electronic (this includes scan, scan QC and ICR) crash reports.
- Continue to develop and distribute safety literature on child passenger safety, air bag safety, DUI awareness, aggressive driving, pedestrian safety, school bus safety, bicycle safety, motorcycle safety, drowsy driving, inattentive driving, and safe vehicle characteristics.

**Section 405** – eligibility criteria 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. 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 2006, 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 2003 (b)**

The purpose for 2003 (b) is to encourage states to implement child passenger safety programs, to educate the public concerning all aspects of proper CPS seat installation, and train CPS professionals, police officers, EMS personnel and other highway safety advocates in the four-day CPS course.

Pennsylvania received \$322,988 in FY 2000, \$314,023 in FY 2001, \$291,933 in FY 2002 and \$289,726 in FY 2003. No additional funds were received in FFY 2004 or 2005. The funds are being used as follows:

- To support the 4-day CPS Standardized training classes
- Maintain cps funding for the PA State Police to continue operation of the Commonwealth's 82 cps fitting stations.
- To purchase child safety seats and other items needed to conduct child safety seat clinics.
- Purchase educational materials to conduct trainings and make presentations on the importance of restraining children properly.
- To print and distribute educational materials on child passenger safety.

### **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.

In FY1999, Pennsylvania received \$1,578,949, \$1,638,576, in FY2000, \$1,841,688 in FY2001, \$1,839,132 in FY 2002, \$1,853,635 in FY 2003, \$1,883,906 in FY 2004 and 1,870,634 in FY 2005. Pennsylvania will submit the 410 application for FY 2006 if advised by NHTSA that funding is available.

Funds are used to support statewide aggressive DUI Law Enforcement for state and local police agencies. Activities include the following:

- Maintain 47 Local and one State Police DUI Law Enforcement Projects statewide. These projects will involve approximately 450 law enforcement agencies. Conduct 285 sobriety checkpoints, 700 roving DUI patrols, and 90 mobile awareness patrols.
  - 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. Anticipate conducting 200 sobriety checkpoints, 350 roving DUI patrols, and 50 mobile awareness patrols.

- Special project activity will be conducted in conjunction with the national Labor Day crackdown and other National DUI mobilizations. State and local law enforcement agencies will be conducting varied high visibility DUI enforcement events over a two (2) week holiday period.
- Continue funding for 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 conducting roving DUI patrols.
- 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.
- Continue to support funding for the State Police to conduct standardized field sobriety testing training for their troopers.
- Pennsylvania participated in the NHTSA Mid-Atlantic Region’s June 2005 Impaired Driving Summit.

#### **403 Impaired Driving Innovative Enforcement Grant**

The Department was asked by NHSTA to participate in a DUI Court project, which involved an extension of the 403 “Target of Opportunity” grant and an allocation of an additional \$500,000. The purpose of this second generation effort was to identify two (2) locations (counties) within Pennsylvania to develop enhanced DUI offender handling within the Criminal Justice System. The counties selected are Berks and Lackawanna. The activities of the projects are as follows:

- Identify and assign DUI court management personnel.
- Create a Criminal Justice/Community Services Provider Task Force to manage and monitor the DUI court programs.
- Establish Task Force committees designed to enhance other components of the DUI program such as underage drinking.
- Develop program compliance guidelines for participants, which promote a reduction of DUI recidivism.
- Develop and implement an offender tracking system, which monitors the progress of each participant.
- Implement a data collection process and evaluate the program outcomes.

The above will provide program managers with the best practices of each participating project for implementation of DUI court programs elsewhere throughout the Commonwealth. This funding was received September 9, 2002 and, through an extension, is available through September 30, 2005.

**Section 163** – These funds were distributed among 13 Strategic Evaluation States (SES) and 15 SES in FY 2005 due to their high numbers or rates of alcohol-related fatalities and their demonstrated willingness to work closely with NHTSA on program development

and implementation. In FY 2004, \$247,352 was received to conduct high visibility DUI enforcement during the Labor Day mobilization. In FY 2005, the Commonwealth received \$450,092 to conduct sustained DUI enforcement from August 2005 through April 2006. In FY 2005, \$450,092 was received to conduct the following activities:

- Special project activity will be conducted in conjunction with the national Labor Day crackdown and other National DUI mobilizations. State and local law enforcement agencies will be conducting varied high visibility DUI enforcement events over a two (2) week holiday period.

**.08 Incentive Grant (Section 163)** – A state must establish a 0.08 percent alcohol concentration (BAC) as the legal limit for drunk driving offenses. These grant funds may be used for any project eligible for assistance under Title 23.

Pennsylvania received \$1,953,578 in FY 2004. Of this amount, \$170,000 was used for highway-related safety improvements and \$1,783,578 was used for highway safety programs. In FY 2005 Pennsylvania received \$2,445,450 163 Incentive Funds. Activities supported by these funds include the following:

- Purchase and pilot mobile radio detection and ranging speed timing devices (moving radar) and Light Detection and Range (LIDAR) devices to conduct targeted enforcement.
- Implement, conduct enforcement, and evaluate six double fines “highway safety corridors” throughout the Commonwealth.
- Support the funding of a State 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.
- The State Police will target the southeastern portion of the Commonwealth to conduct DUI roving patrols and sobriety checkpoints every other weekend for one year at five different State Police installations. DUI roving patrols will be conducted on 24 weekends. Ten sobriety checkpoints will also be conducted as part of this program.
- Continue the Bureau of Driver Licensing computer systems upgrade to meet the MCSIA requirements.

### **Section 411 (408)**

Section 411 funds are awarded to support the improvement of the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data.

Pennsylvania qualified for grant funding in FY 1999 (\$63,100), the second year grant (\$173,600), FY 2001 (\$474,557) and FY 2002 (\$224,151). The grant funds support the activities of the Strategic Traffic Records Coordinating Committee, revisions to the PA

Crash Report form, and the publication of the Pennsylvania Crash Facts & Statistics publication.

It should be noted that the Commonwealth has invested more than \$8 million of state funds into the redesign of its crash records system.

## 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.
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Commonwealth of Pennsylvania  
GOVERNOR'S OFFICE

**EXECUTIVE ORDER**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the



use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

Cash drawdown 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);

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:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant is given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (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:

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set

out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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



2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

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

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**Governor's Representative for Highway Safety**

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**Date**

**Financial Documentation**

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

State: Pennsylvania

**Highway Safety Plan Transaction**

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*2006-HSP-1*

Report Date: 08/31/2005

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	1 Plan	PA-2006-01-01-00	Planning and Administration - 2006		\$300,000.00	\$300,000.00	\$ .00	\$ .00
	<b>Planning and Administration Total</b>				<b>\$300,000.00</b>	<b>\$300,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	7 Plan	AL-2006-02-01-00	DUI Infrastructure		\$ .00	\$700,000.00	\$500,000.00	\$1,200,000.00
	8 Plan	AL-2006-02-02-00	Police Training		\$ .00	\$1,000,000.00	\$500,000.00	\$1,500,000.00
	9 Plan	AL-2006-02-03-00	SFST-Standardized Field Sobriety Testing		\$ .00	\$10,000.00	\$ .00	\$ .00
	10 Plan	AL-2006-02-04-00	DRE-Drug Recognition Expert Program		\$ .00	\$25,000.00	\$ .00	\$ .00
	12 Plan	AL-2006-02-05-00	Local Municipalities DUI Enforcement		\$ .00	\$415,000.00	\$ .00	\$415,000.00
	13 Plan	AL-2006-02-06-00	PSP DUI Enforcement		\$ .00	\$250,000.00	\$ .00	\$ .00
	<b>Alcohol Total</b>				<b>\$ .00</b>	<b>\$2,400,000.00</b>	<b>\$1,000,000.00</b>	<b>\$3,115,000.00</b>
<b>Police Traffic Services</b>								
	11 Plan	PT-2006-03-01-00	PSP Special Traffic Enforcement		\$ .00	\$600,000.00	\$ .00	\$ .00
	<b>Police Traffic Services Total</b>				<b>\$ .00</b>	<b>\$600,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>Community Traffic Safety Project</b>								
	2 Plan	CP-2006-06-01-00	Comprehensive Programs		\$ .00	\$2,325,000.00	\$500,000.00	\$2,825,000.00
	3 Plan	CP-2006-06-02-00	District Safety Programs		\$ .00	\$25,000.00	\$ .00	\$ .00

4 Plan	CP-2006-06-03-00	CDART - Crash Data Analysis Retrieval	\$ .00	\$80,000.00	\$ .00	\$ .00
5 Plan	CP-2006-06-04-00	TIPP -Traffic Injury Prevention Program	\$ .00	\$770,000.00	\$500,000.00	\$1,270,000.00
6 Plan	CP-2006-06-05-00	BDL Initiatives	\$ .00	\$ .00	\$600,000.00	\$ .00
<b>Community Traffic Safety Project Total</b>			<b>\$ .00</b>	<b>\$3,200,000.00</b>	<b>\$1,600,000.00</b>	<b>\$4,095,000.00</b>

<b>NHTSA 402 Total</b>			<b>\$300,000.00</b>	<b>\$6,500,000.00</b>	<b>\$2,600,000.00</b>	<b>\$7,210,000.00</b>
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**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Pennsylvania

**Highway Safety Plan Transaction**

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**2006-HSP-1**

Report Date: 08/31/2005

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>405 Occupant Protection</b>								
	16	Plan	J2-2006-20-01-00	Municipal Enforcement & Education	\$ .00	\$1,000,000.00	\$160,000.00	\$1,160,000.00
	17	Plan	J2-2006-20-02-00	PSP-Enforcement and Education	\$ .00	\$500,000.00	\$670,000.00	\$1,170,000.00
<b>405 Occupant Protection Total</b>					<b>\$ .00</b>	<b>\$1,500,000.00</b>	<b>\$830,000.00</b>	<b>\$2,330,000.00</b>
<b>408 Alcohol</b>								
	21	Plan	J6-2006-33-01-00	Data Improvements	\$ .00	\$300,000.00	\$ .00	\$ .00
<b>408 Alcohol Total</b>					<b>\$ .00</b>	<b>\$300,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>New 410 Alcohol</b>								
	14	Plan	J8-2006-18-01-00	Municipal Programs	\$ .00	\$2,000,000.00	\$2,200,000.00	\$2,000,000.00
	15	Plan	J8-2006-18-02-00	State Programs	\$ .00	\$700,000.00	\$970,000.00	\$ .00
<b>New 410 Alcohol Total</b>					<b>\$ .00</b>	<b>\$2,700,000.00</b>	<b>\$3,170,000.00</b>	<b>\$2,000,000.00</b>

**2003B Child Pass. Protect**

26 Plan	J3-2006-23-01-00	State Fitting Station	\$ .00	\$ .00	\$ 200,000.00	\$ .00
<b>2003B Child Pass. Protect Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 200,000.00</b>	<b>\$ .00</b>
<b>157 Incentive Funds</b>						
20 Plan	157AL-2006-32-01-00	157 DUI Court	\$ .00	\$ .00	\$ 500,000.00	\$ 500,000.00
24 Plan	157AL-2006-32-02-00	157AL-Ignition Interlock Device Bench &	\$ .00	\$ .00	\$ 200,000.00	\$ .00
<b>157 Alcohol Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 700,000.00</b>	<b>\$ 500,000.00</b>
<b>157 Police Traffic Services</b>						
22 Plan	157PT-2006-21-01-00	157 PT-Local-Municipalities Enforcement	\$ .00	\$ .00	\$ 250,000.00	\$ 250,000.00
23 Plan	157PT-2006-21-02-00	157 PT-PSP Enforcement	\$ .00	\$ .00	\$ 200,000.00	\$ .00
<b>157 Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 450,000.00</b>	<b>\$ 250,000.00</b>
<b>157 Community Traffic Safety Project</b>						
29 Plan	157CP-2006-28-01-00	Comprehensive Programs - Local	\$ .00	\$ .00	\$ 600,000.00	\$ 600,000.00

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

State: Pennsylvania

**Highway Safety Plan Transaction**

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**2006-HSP-1**

Report Date: 08/31/2005

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
157 Community Traffic Safety Project Total					\$ .00	\$ .00	\$ 600,000.00	\$ 600,000.00
<b>157 Roadway Safety</b>								
25 Plan			157RS-2006-30-01-00	157RS-LTAP (Local Technician Assistance	\$ .00	\$ .00	\$ 250,000.00	\$ 250,000.00
<b>157 Roadway</b>					<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 250,000.00</b>	<b>\$ 250,000.00</b>

**Safety Total**

**157 410 Alcohol**

30 Plan 157J8-2006-27-01-00 Enforcement Programs - PSP \$ .00 \$ .00 \$ 1,000,000.00 \$ .00

**157 410**

**\$ .00 \$ .00 \$ 1,000,000.00 \$ .00**

**Alcohol Total**

<b>157 Incentive Funds Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 3,000,000.00</b>	<b>\$ 1,600,000.00</b>
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**157 Innovative Funds 2005**

18 Plan IN5-2006-29-01-00 IN5-Munic. Programs \$ .00 \$ .00 \$ 500,000.00 \$ 500,000.00

**157**

**\$ .00 \$ .00 \$ 500,000.00 \$ 500,000.00**

**Innovative FY**

**2005 Total**

<b>157 Innovative Funds 2005 Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 500,000.00</b>	<b>\$ 500,000.00</b>
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**163 Impaired Driving**

27 Plan 163DM-2006-05-01-00 Municipal Programs \$ .00 \$ .00 \$ 175,072.00 \$ 175,072.00

28 Plan 163DM-2006-05-02-00 PSP Programs \$ .00 \$ .00 \$ 125,000.00 \$ .00

**Impaired**

**Driving**

**\$ .00 \$ .00 \$ 300,072.00 \$ 175,072.00**

**Mobilization**

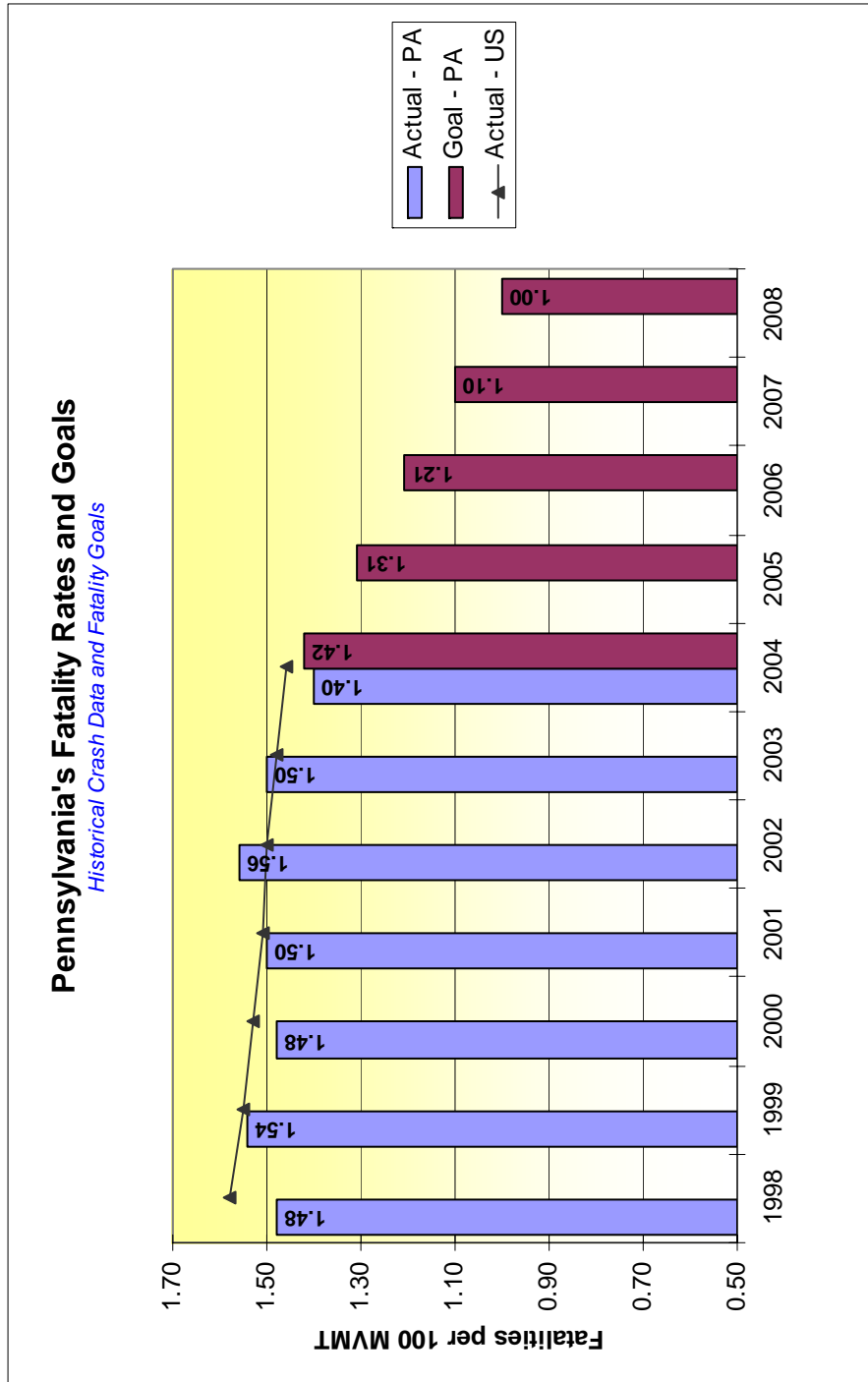
**2005 Total**

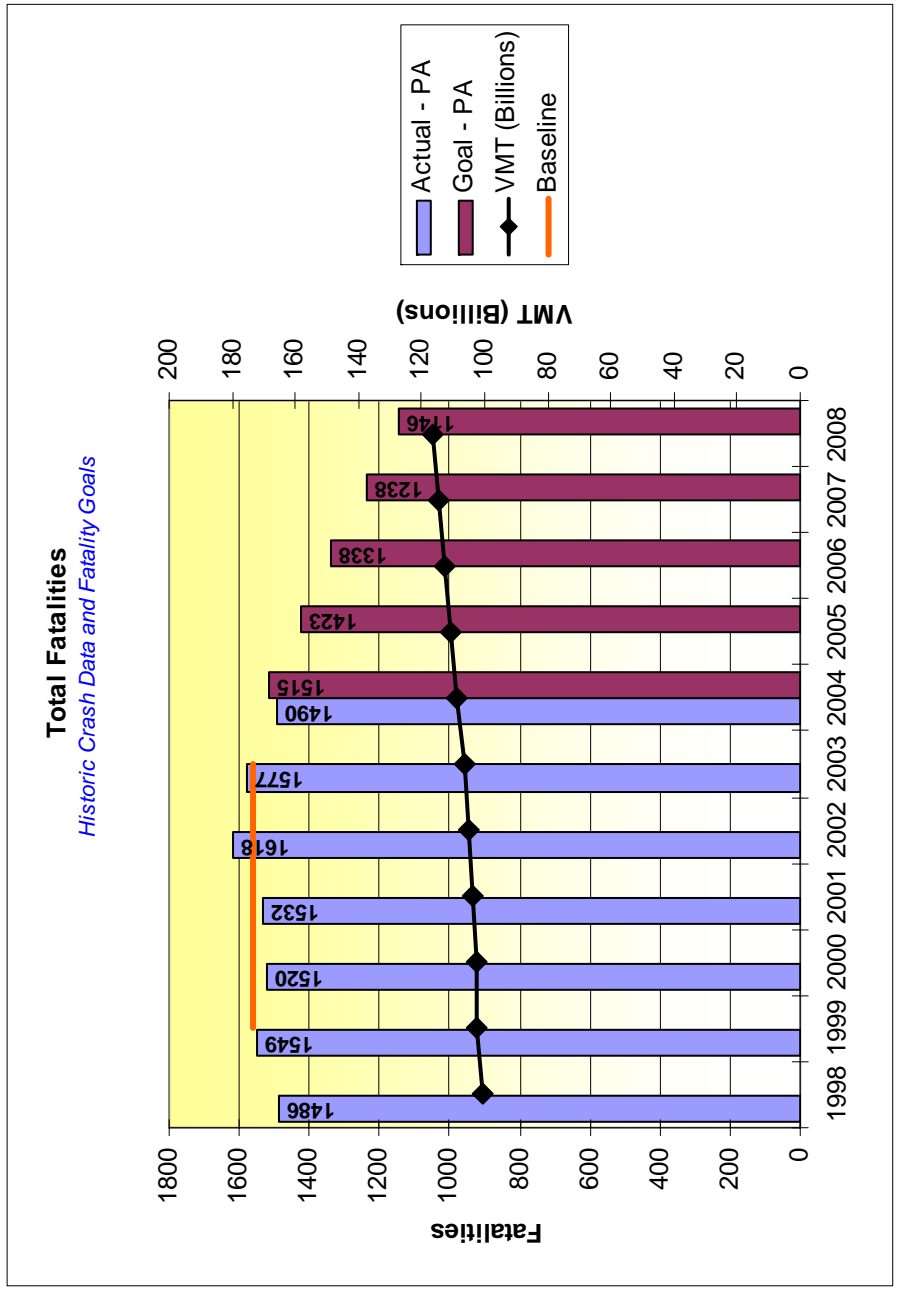
<b>163 Impaired Driving Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 300,072.00</b>	<b>\$ 175,072.00</b>
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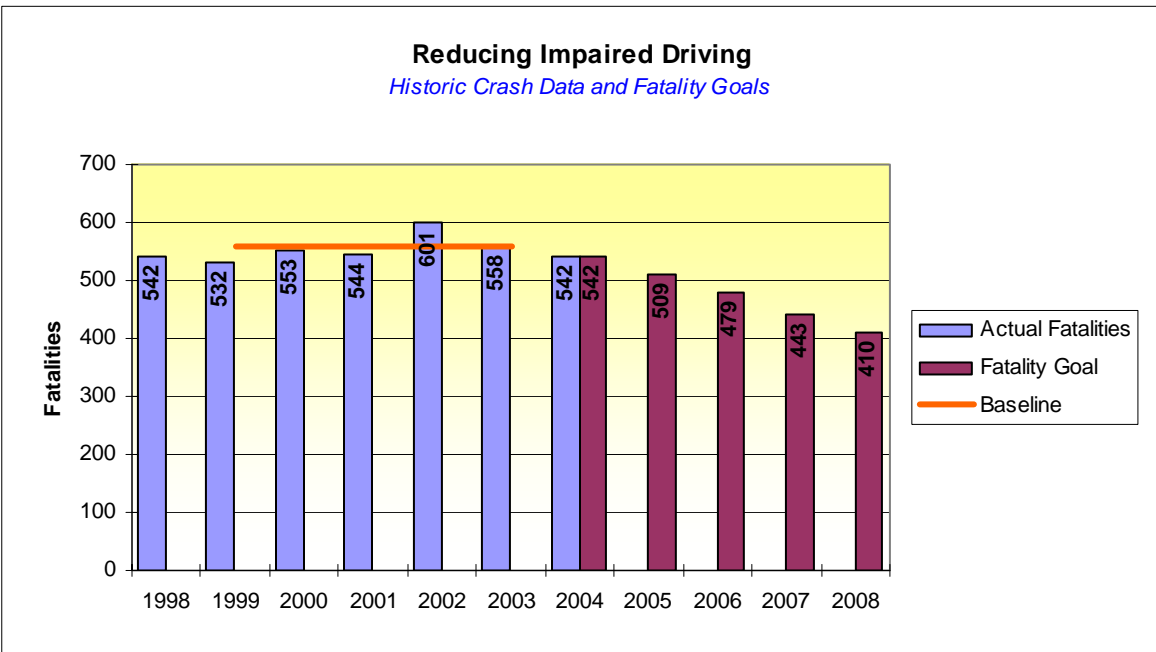
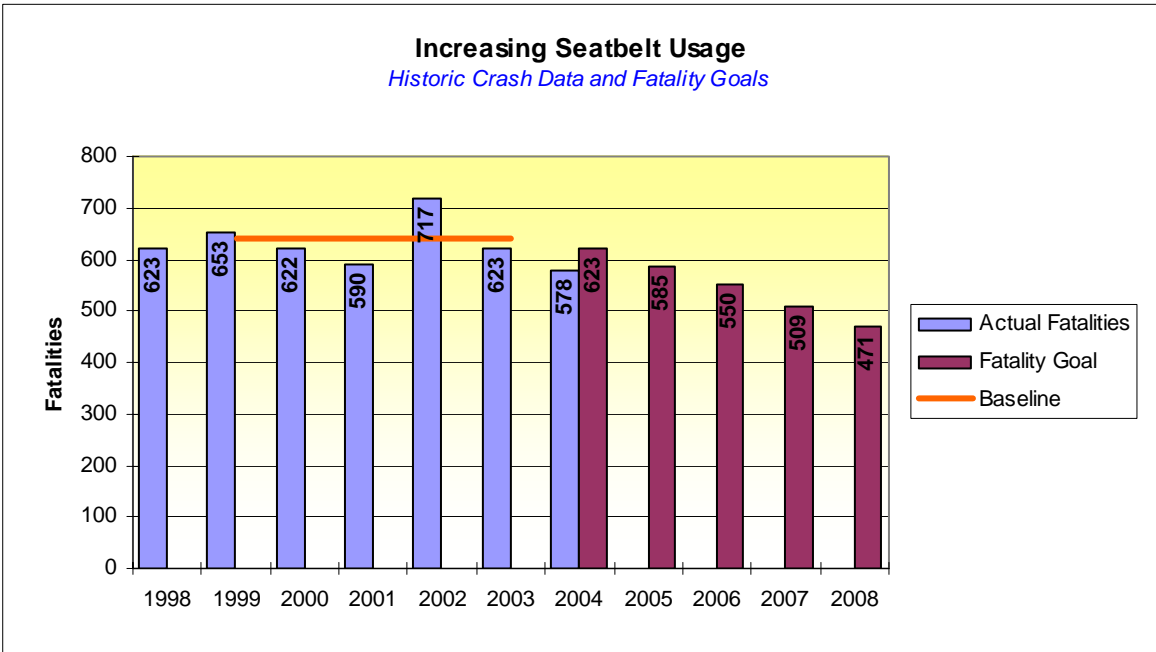
<b>NHTSA Total</b>			<b>\$ 300,000.00</b>	<b>\$ 11,000,000.00</b>	<b>\$ 10,600,072.00</b>	<b>\$ 13,815,072.00</b>
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<b>Total</b>			<b>\$ 300,000.00</b>	<b>\$ 11,000,000.00</b>	<b>\$ 10,600,072.00</b>	<b>\$ 13,815,072.00</b>
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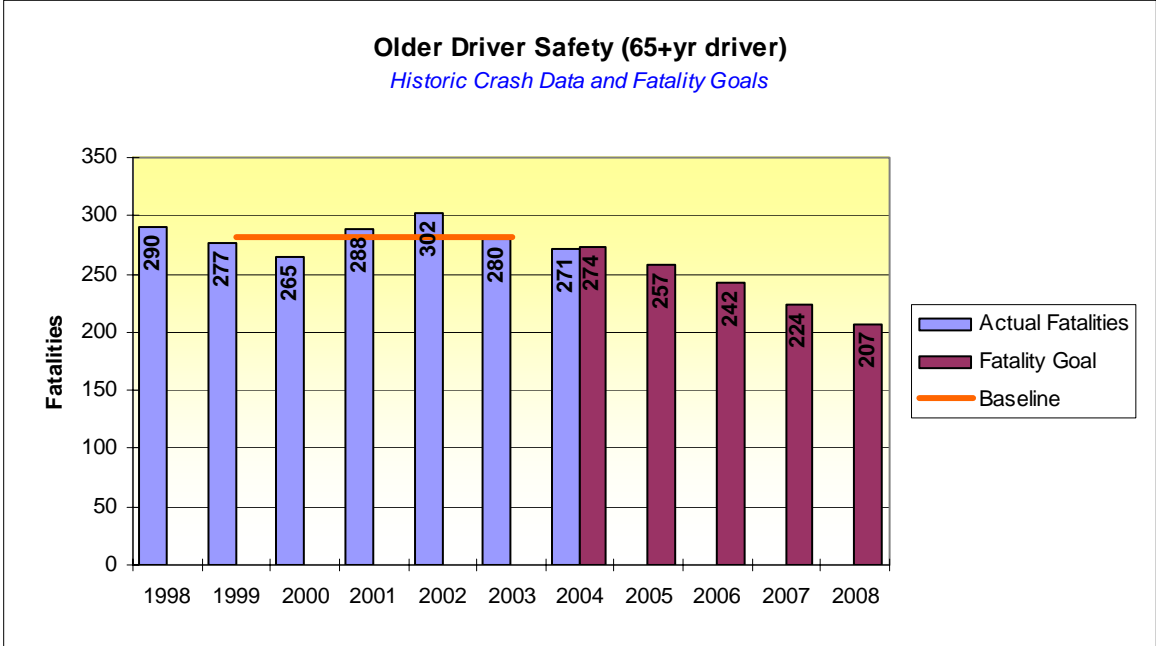
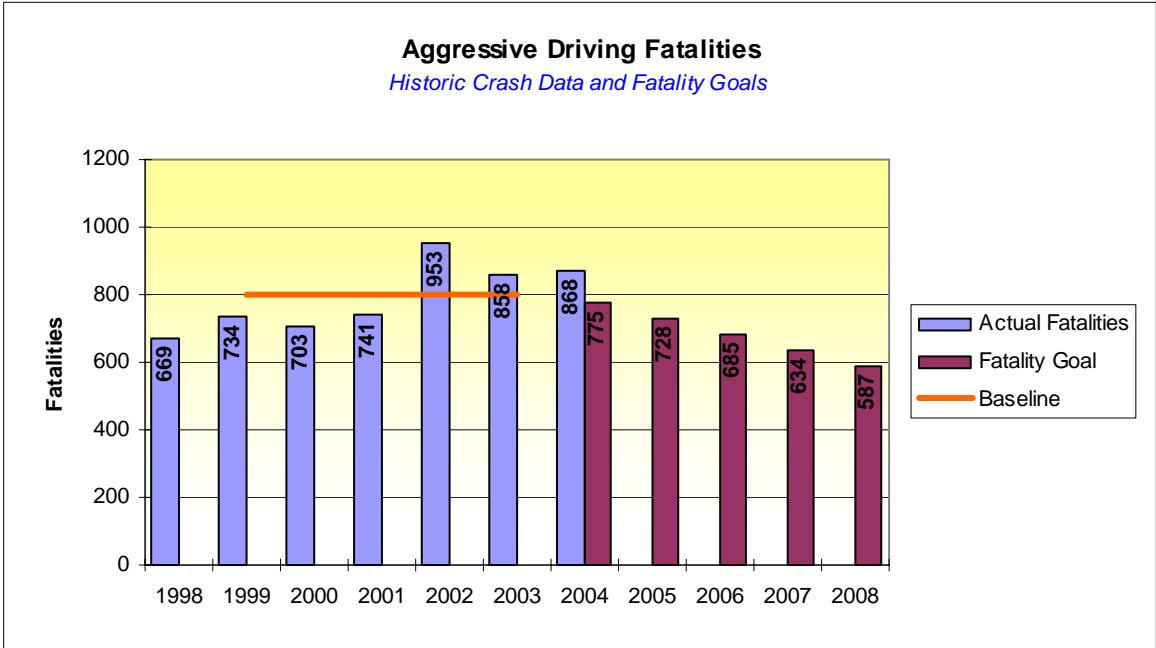
Appendix A (Charts and Graphs)



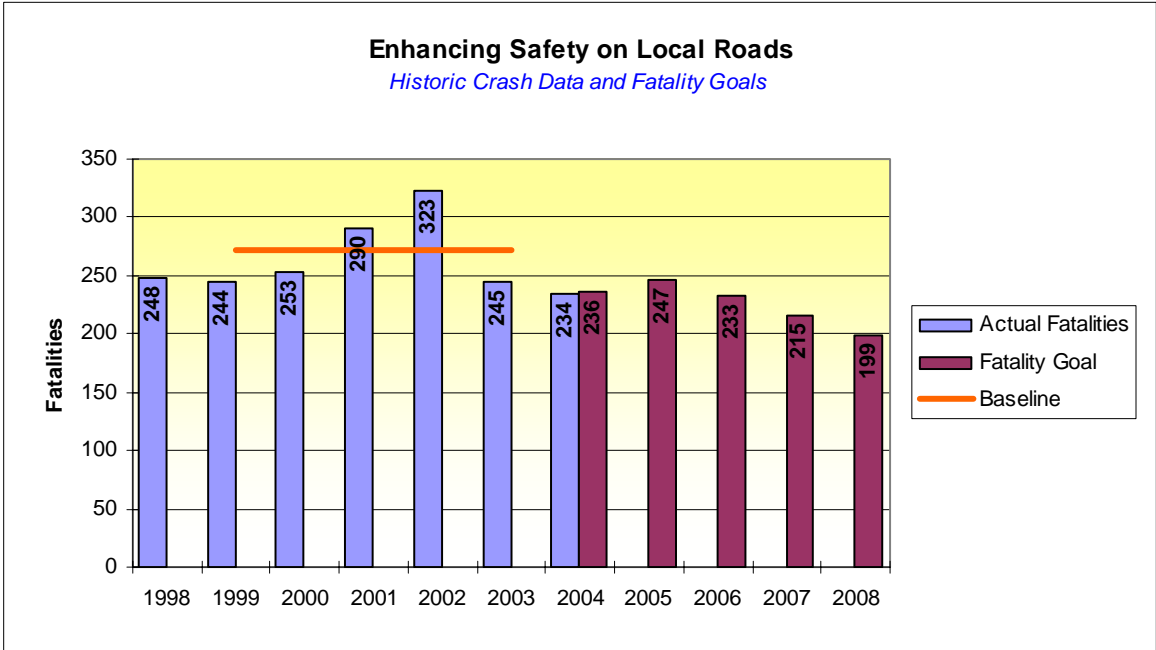




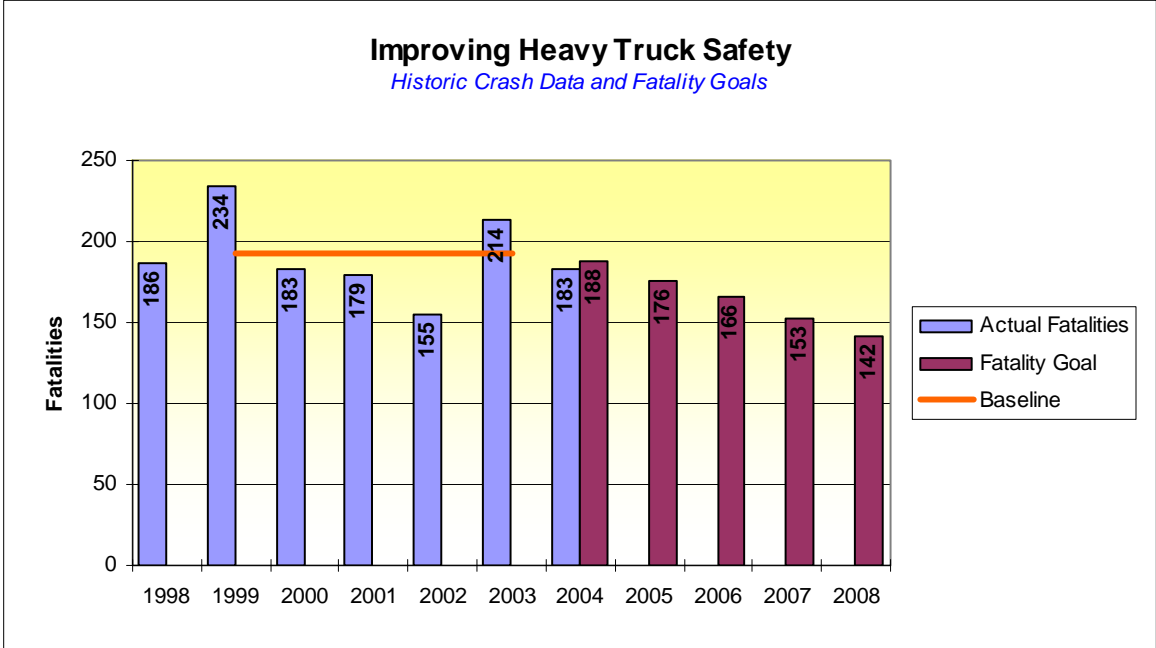




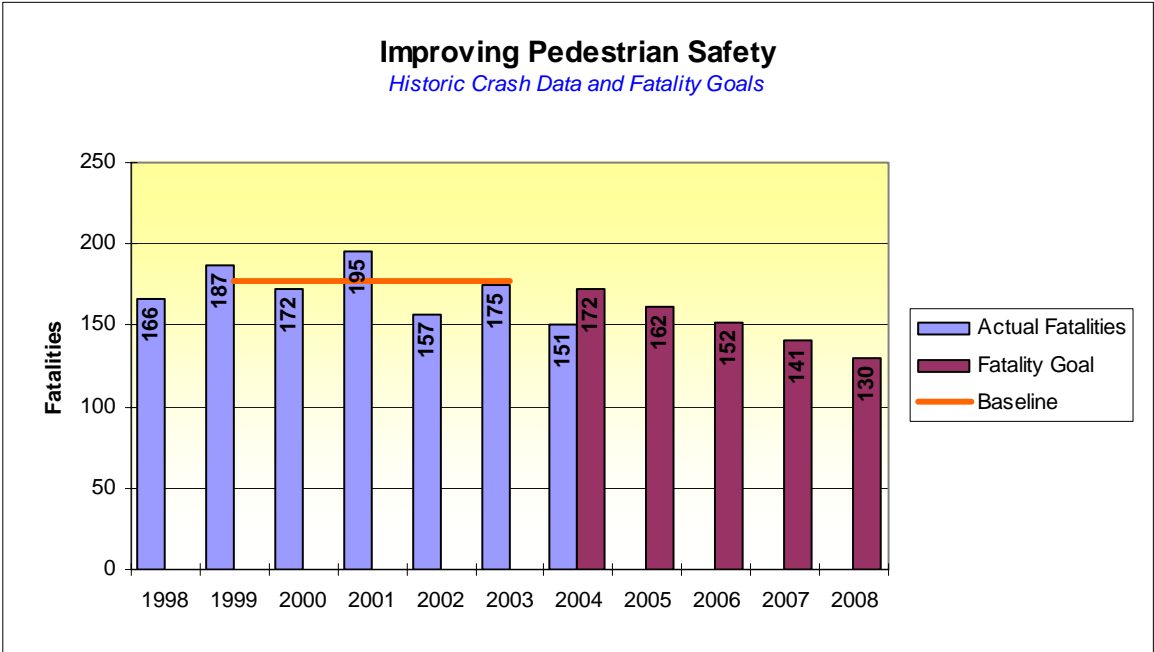
### Enhancing Safety on Local Roads *Historic Crash Data and Fatality Goals*



### Improving Heavy Truck Safety *Historic Crash Data and Fatality Goals*



### Improving Pedestrian Safety *Historic Crash Data and Fatality Goals*



### Improving Motorcycle Safety *Historic Crash Data and Fatality Goals*

