



Pennsylvania Highway Safety Plan FFY 2010

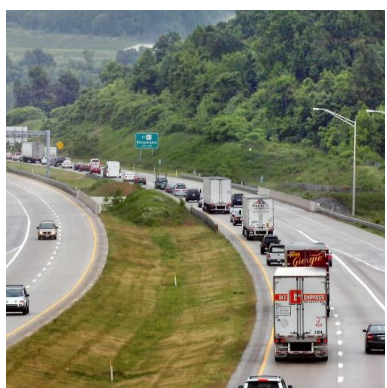
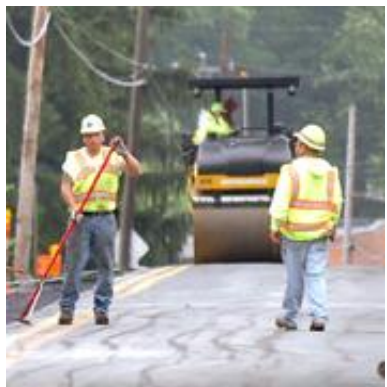


Table of Contents

Executive Summary	3
Mission Statement	4
Highway Safety Office Overview	
<i>Delegation of Authority</i>	5
<i>Organization and Staffing</i>	5
Highway Safety Plan	
<i>Statewide Demographics</i>	9
<i>Overall Problem Identification Process and Data Sources</i>	10
<i>Statewide Goals</i>	12
<i>Core Performance Measures</i>	12
<i>Grant Selection Process</i>	15
Police Traffic Services	
<i>Overview</i>	19
<i>Core Performance Measures</i>	19
<i>State Goals</i>	19
<i>Problem Identification Overview</i>	20
<i>Countermeasures</i>	22
Impaired Driving	
<i>Overview</i>	26
<i>Core Performance Measures</i>	26
<i>State Goals</i>	27
<i>Countermeasures</i>	27
Occupant Protection Program	
<i>Overview</i>	31
<i>Core Performance measures</i>	31
<i>State Goals</i>	32
<i>Countermeasures</i>	32
Roadway Safety	
<i>Overview</i>	35
<i>State Goals</i>	35
<i>Countermeasures</i>	35
Data Programs	
<i>Overview</i>	37
<i>State Goals</i>	37
<i>Countermeasures</i>	38
Community Traffic Safety Projects	
<i>Overview</i>	40
<i>Core Performance Measures</i>	40
<i>State Goals</i>	41
<i>Problem Identification Overview</i>	41
<i>Countermeasures</i>	43
Mature Driver Safety	
<i>Overview</i>	46
<i>State Goals</i>	46
<i>Countermeasures</i>	46

Table of Contents

Motorcycle Safety
Overview 48
Core Performance Measures 48
State Goals 49
Countermeasures 49

Planning and Administration
Overview 51
Countermeasures 51

Certifications and Assurances
Drug Free Work Place Act of 1988 53
State Certifications and Assurances 56

Program Cost Summary 65

EXECUTIVE SUMMARY

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

Pennsylvania's Highway Safety Goal is to reduce 100 fatalities per year using the 2003-2007 five year average (1,547) as the baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less. Safety has always been one of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the Highway Safety Performance Plan reflect a substantial broad-based effort designed to meet the ambitious goals.

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

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

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

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

MISSION STATEMENT

Vision

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

Mission

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

HIGHWAY SAFETY OFFICE OVERVIEW

I. DELEGATION OF AUTHORITY

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

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

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

II. ORGANIZATION & STAFFING

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

The Deputy Secretary for Highway Administration, **R. Scott Christie, P.E.**, is the Governor’s Highway Safety Representative for Pennsylvania. The Acting Director of the Bureau of Highway Safety and Traffic Engineering, **Glenn C. Rowe, P.E., PTOE**, is the Coordinator for Pennsylvania’s Highway Safety Program.

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

The Program Services Section consists of one Manager, two Supervisors, and four Specialists. In addition, the financial functions of the Highway Safety Program are handled by the Quality

Assurance Specialist, who reports to Gary Modi. All positions, including relevant training, are outlined below:

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

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

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

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

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

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

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

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

Nicole Cristini, *Transportation Planning Specialist 1 (TPS-1)* – An Assistant Manager of the Program Services Section. Administers the internal State and Statewide Project agreements, including Planning & Administration, the Local Technical Assistance Program, the Traffic Injury Prevention Project, PA State Police MOUs, Traffic Coordinating Committee projects, and Buckle Up PA. Serves as the IT Coordinator for the Safety Management Division. Oversees the preparation of the §408 and §2011 applications. Coordinates the MCSAC and the Right to Know Law process. Assists with the Department’s e-grants system and oversees any upgrades and enhancements needed.

Relevant Training: NHTSA Program Management; National Safe Kids Campaign National Standardized Child Passenger Safety Training Program; Intelligrants Grant Designer Form Builder Training; BHSTE/CDART; BHSTE/TESC

Ryan McNary, *Transportation Planning Specialist 1 (TPS-1)* - An Assistant Alcohol Highway Safety Program Manager. Serves as project manager for the DUI Association Technical Services contract and Mature Driver Safety projects. Acts as Technical Advisor for the PA State Police Ticketing Aggressive Cars and Trucks (TACT) pilot program. Manages the distribution of alcohol-related crash data to impaired driving enforcement projects. Contacts state and local police for the unknown BAC of surviving drivers involved in fatal crashes. Manages all project activity for highway safety regions I & III.

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

Jacqueline Turk, *Transportation Planning Specialist Trainee (TPS-T)* – An Assistant Manager of the Program Services Section. Serves as the Public Information & Education funds manager, the School Bus Projects program manager, and coordinates the Audio/Visual materials and Process Manual updates. Assists in grants administration of the highway safety program. Oversees the preparation of the §405 application. Coordinates the annual observational seat belt surveys. Manages all project activity for highway safety regions II & VI.

Relevant Training: NHTSA Program Management; Intelligrants Grant Designer Form Builder Training; BHSTE/CDART

Michael Dudrich, *Transportation Planning Specialist Trainee (TPS-T)* – Serves as the Quality Assurance manager for the highway safety program. Assists with fiscal administrative efforts in preparation of federal voucher submissions to comptroller. Reviews and tracks grantee

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

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

HIGHWAY SAFETY PLAN

I. STATEWIDE DEMOGRAPHICS

Pennsylvania is the 6th most populous state in the nation and has a population per square mile of 274. The state's 44,817 square miles, (33rd in size), are divided into 67 counties. Pennsylvania's largest cities include Philadelphia, Pittsburgh, Allentown, and Erie. Thirty-three percent of the state's 120,000 miles of roadways are state owned and the remaining 80,000 miles, 67 %, are local roads. Rural roads make up 71 % of the state's roadways and the remaining 29 % are classified as urban.

According to the US Census Bureau the population of Pennsylvania is 12,448,279. Approximately 85.6% of the population is Caucasian, 10.8% African-American, 4.5% Hispanic, 2.4% Asian/Pacific Islander, and less than one percent Native American. Pennsylvania's population has increased 1.328 % 2008 since 2000. 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 %. People age 65 and older comprise 15.2 % of the 2007 population. In addition, people of legal driving age encompass 78.9 % of the total population.

Motor Vehicle Data

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

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

Workforce

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

Elected Officials

The Governor of Pennsylvania, Edward G. Rendell (D), was inaugurated January 21, 2003 and re-elected in 2006. Pennsylvania's Lieutenant Governor, Joe Scarnati (R), was sworn in December 3, 2008. The General Assembly consists of the House of Representatives and the Senate. There are 101 Republican and 102 Democratic seats in the House. The Senate is comprised of 29 Republican and 21 Democratic seats. The Pennsylvania United States Congressional Delegation is comprised of two Senators, Arlen Specter (D) and Robert Casey Jr. (D). There are 21 Congressmen representing Pennsylvania, 9 Republicans and 12 Democrats.

Legislative and Major State Issues

There has been legislative discussion in Pennsylvania regarding a primary seatbelt law, allowing the use of radar by local police departments, and automated enforcement. Legislation currently resides with the Senate Transportation Committee prohibiting wireless communication device use by junior drivers, as well as a primary statute for the booster seat law. Legislation for interlock for first time offenders

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

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

II. OVERALL PROBLEM IDENTIFICATION PROCESS & DATA SOURCES

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

The system can also identify high crash cluster areas to address particular types of crashes. The definition of a cluster can vary based on the problem identified. A particular length of roadway is reviewed, and if five or more crashes occurred within the required length of roadway over a

three to five year period, it may be considered a cluster. A decision is then made to determine if education, enforcement, engineering, or a combination of these components are needed to address the problem.

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

In selecting our criteria for aggressive driving enforcement corridors for the Aggressive Driving Enforcement and Education Project we looked into many different possibilities. Aggressive driving fatalities and major injuries were considered as a determining factor in where to place enforcement, however rarely (and fortunately) on a statewide level there aren't many single road segments with fatal crashes concentrated enough where extra police enforcement would be feasible. We wanted to make sure all of the officers were on roadways where the opportunity is there to make numerous contacts per hour. Using total aggressive driving crashes in our threshold ensures that our officers will most likely be in the presence of more aggressive drivers. Based on the amount of funding available between FY 2006-2009 the threshold for aggressive driving crashes was continuously adjusted to coincide with the level of enforcement possible. Originally only the highest priority roadways on a regional level saw extra enforcement. Now almost every roadway with an aggressive driving problem can be addressed.

When conducting occupant protection education and enforcement programs, unbelted crashes and fatalities, and seat belt observational use data are used to determine our low seat belt use locations. In 2004, PennDOT piloted and evaluated a nighttime safety belt enforcement project in the City of Reading to determine if nighttime enforcement for seat belts should be conducted statewide. Based on the results of the project, all NHTSA Region 3 States and the District of Columbia conducted border-to-border nighttime enforcement projects in 2006, as well as in 2007. Nighttime belt enforcement will again be used in 2009 and 2010.

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

Pennsylvania has placed high importance on the availability of crash data. Pennsylvania crash data for 2007 was made available in April of 2008. The goal for completion of 2008 crash data is April of 2009. Currently, there is no backlog of un-entered crash report forms. Every crash report form received is entered into the system within 30 days.

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

- County crash and fatality data for the past five years

- Statewide trends for crashes and fatalities in all safety focus areas
- Grant specific trends and goals for crashes and fatalities
- Municipal specific data on all types crashes including tables and maps
- County specific data on all types crashes including tables and maps.

III. STATEWIDE GOALS

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

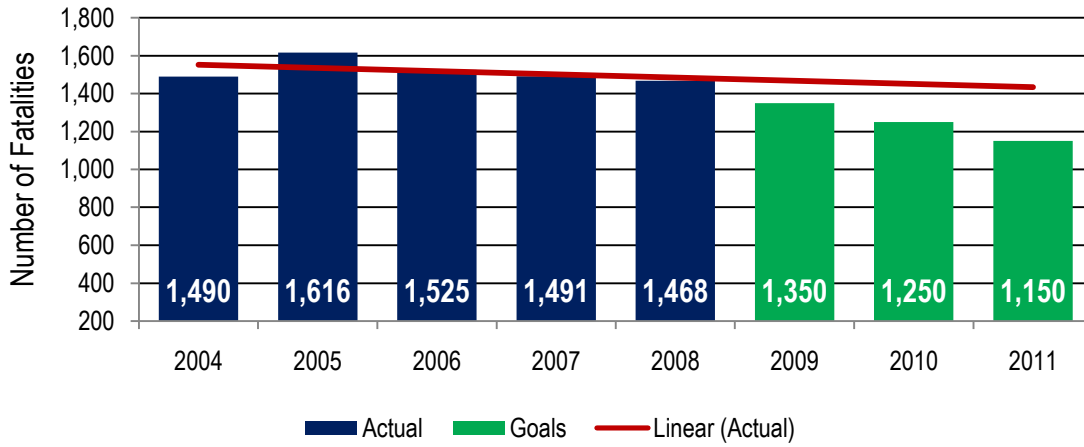
FOCUS AREA	GOAL
Reducing Aggressive Driving	Our goal is to reduce speed-related fatalities from 913 in 2008 to 813 in 2009, and 753 in 2010.
Reducing Impaired Driving	Our goal is to reduce DUI related fatalities from 531 in 2008 to 483 in 2009, and 447 in 2010.
Increasing Seatbelt Usage	Our goal is to increase the seat belt usage rate from 85.06 in 2008 to 89.2 in 2009, and 89.5 in 2010.
Infrastructure Improvements	Our goal is to reduce local road fatalities from 235 in 2008 to 218 in 2009, and 202 in 2010.
Improving Traffic Records	Pennsylvania's goal is to complete all 2009 year crash data by April 2010.
Reducing Motorcycle Crashes	Our goal is to reduce motorcycle fatalities from 236 in 2008 to 182 in 2009, and 166 in 2010.
Mature Driver Safety	Our goal is to reduce mature driver related fatalities from 259 in 2008 to 245 in 2009, and 224 in 2010.

IV. CORE PERFORMANCE MEASURES

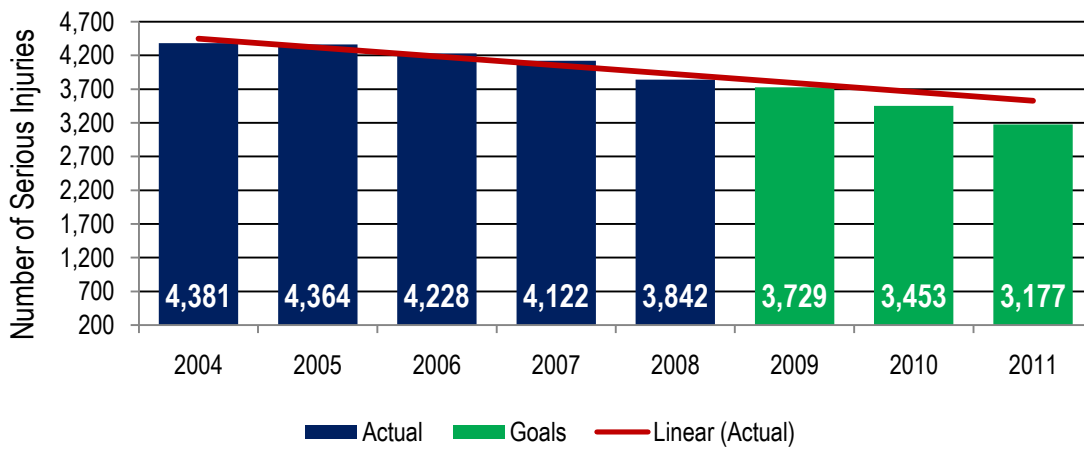
The National Highway Traffic Safety Administration has identified 14 Core Performance Measures and a behavioral survey that each state should use in its evaluation of its programming efforts. These measures ultimately identify the effectiveness of the state's local programs, and are vital in viewing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

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

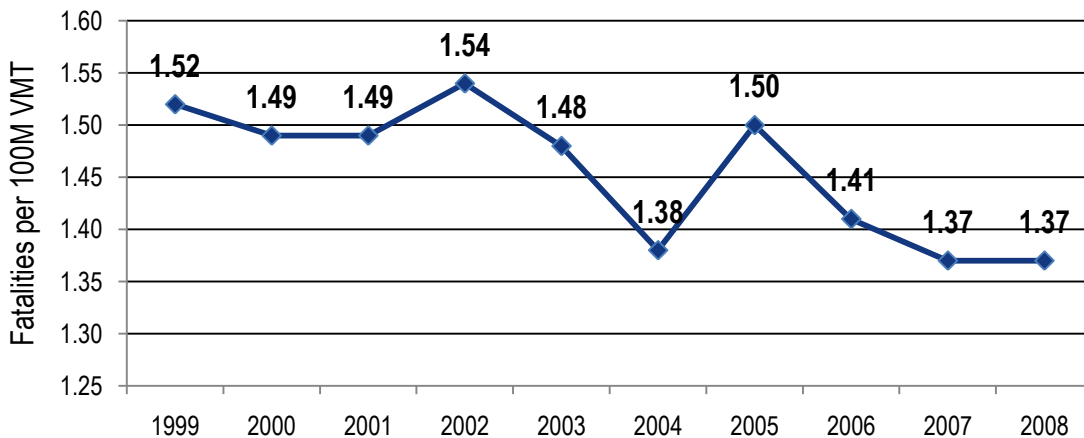
Total Fatalities (2004-2008) and Goals (2009-2011)
(FARS Data)



Total Serious Injuries (2004-2008) and Goals (2009-2011)
(State Data)



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



Plan for Behavioral Survey (CP-2010-03-00-00)

- As a part of the Core Performance Measures funding needs to be utilized to develop and implement a behavioral survey. The survey will assess the attitudinal progress of the driving public based on behavioral highway safety questions. The survey will include the required set of core questions and will also incorporate questions supported by highway safety concerns apparent to PA State programs.
- **Distribution Process**
 - The Department of Motor Vehicle Service Centers and Driver's Licensing Centers will be assisting in the distribution of the behavioral survey.
 - 5,000 surveys will be handed out to individuals entering each respective center to be completed and placed in a drop box upon exit.
- **Analysis Process**
 - Survey results will be tabulated by question in an access database and will be evaluated in accordance with NHTSA specifications.

V. GRANT SELECTION PROCESS

In 2006/2007 Pennsylvania developed a Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) to identify priority Safety Focus Areas (SFAs) and strategies in order to meet the Commonwealth's fatality reduction rate goal of 1.0 per 100 million VMT by 2008. At the time the five year baseline fatality rate was 1.52 fatalities per 100 million VMT. To meet this ambitious goal, PA would have to reduce the fatality rate by over one-third. This would have equated to saving more than 400 lives per year by 2008 from the old five-year average rate of 1,560 fatalities. Since the development of these goals in 2006/2007, Pennsylvania has devised a new goal, which will be the driving force behind the use of our funds and the selection of our grants. The new goal is to reduce 100 Fatalities per year using the current five year average (1,547) as the starting baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less.

This plan is based on the legislative requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equality Act (SAFETEA-LU). The CSHSIP is a reliable source of information for developing the Highway Safety Plan and establishing grant priorities. The draft CSHSIP is shared with the Safety Advisory Committee (SAC) to provide guidance to develop the grant program. Some of the members of the SAC are also part of the Safety Steering Committee who worked on the development of the CSHSIP. The SAC was established in March 2003 by the Program Management Committee (PMC) to provide input into the development of the Highway Grant Safety Program. In the Fall of 2009 the Department plans to expand the members of the SAC to include new voices within highway safety.

Pennsylvania's approach for developing the CSHSIP was to engage state and national experts by 1) conducting a Highway Safety Summit to gather general input and 2) establish a Highway Safety Steering Committee to develop a draft CSHSIP. Safety partners from both public and private sectors contributed to the development of the plan. A Highway Safety Steering Committee (HSSC), comprised of 35 people from different organizations, developed the draft CSHSIP. Each of the AASHTO safety emphasis areas were studied and prioritized. In addition,

the committee identified strategies, owners, and measures that will be useful by the Multi-Agency implementation teams.

In 2008, the Highway Safety Office assisted in the creation of FHWA required Strategic Highway Safety Plan (SHSP). The SHSP will include various aspects of highway safety ranging from engineering low cost safety improvements to behavioral planning and awareness initiatives. This plan takes a comprehensive look at highway safety and draws influence from many different state and local stakeholders. Strategies that evolved from developing the SHSP helped with the direction of this year's HSP.

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

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

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

The Safety Advisory Committee (SAC) members, and ultimately the Program Management Committee (PMC), approve the state's overall Highway Safety Program based upon proposals submitted by various highway safety partners and agencies. All proposals are ranked, scored, and broken out by the focus area they address. Each area is ultimately approved or denied. The matrix on the following page illustrates the PMC funding chart that was approved on May 11, 2009. The matrix shows the approved amounts per projects, their focus area, and program highlights:

<u>CSHSIP Priority</u>	<u>Safety Focus Area</u>	<u>Proposed Funding</u> (in millions)	<u>Funding Sub Totals</u> (in millions)	<u>Program Name</u>	<u>Program Highlights From Previous Year</u>	<u>NHTSA Funding*</u>	<u>Fatality Trends</u>
1	Reduce Aggressive Driving Crashes	5.67	2.50	Aggressive Driving (Local)	~7% ↓ agg-driving crashes in 206 targeted corridors (PSP & Local PD)	402	Aggressive Driving Fatalities
			1.47	Pennsylvania's Specific, Accountable, Focused, and Efficient (S.A.F.E.) Grant Programs	741,785 enforcement outreach contacts; 505 judicial outreach contacts; 452,147 students reached; over 66 million earned media exposures	402	
			1.50	PSP 2008 Traffic Safety Initiative	~7% ↓ agg-driving crashes in 206 targeted corridors (PSP & Local PD)	402	
			0.20	Corridor Safety Initiative-Roosevelt Boulevard - Local Police	12.77% ↓ speed-related crashes on targeted corridor	402	
2	Reduce DUI Crashes	10.69	5.00	DUI Sobriety Checkpoint Program -	4.5% ↓ alcohol-related fatalities**	410	Alcohol-Related Fatalities
			0.80	Chemical Breath Test and Police Traffic Law Enforcement Training	4,800+ officers trained in 228 courses to certify both the devices and the operators (required by Title 67, Chap. 77)	402	
			2.17	PSP 2008 Traffic Safety Initiative	4.5% ↓ alcohol-related fatalities**	410	
			0.80	Operational Maintenance and Technical Support for the PA Alcohol Highway Safety Program	980 instructors recertified; ~3,000 officers provided assistance	410	
			0.57	Pennsylvania's Specific, Accountable, Focused, and Efficient (S.A.F.E.) Grant Programs	741,785 enforcement outreach contacts; 505 judicial outreach contacts; 452,147 students reached; over 66 million earned media exposures	402	
			0.75	DUI Court	~300 repeat DUI offenders treated, which helps to qualify PennDOT for Section 410 funds.	410	
			0.10	Contract to report on 75 Pa.C.S. 3817 (DUI Legislative Report)	new (contingent upon legislative request)	402	
			0.50	Blood Alcohol Testing Lab	new	410	
3	Increase Seat Belt Use *	3.31	1.00	Buckle Up PA-Municipal Police Occupant Protection Enforcement & Education Program - Local Police	~8.5% ↓ unrestrained fatalities** Includes both day and nighttime seat belt surveys. In 07 PA qualified for \$28.6 million federal due to sustained seat belt rate > 85.0%	405/402	Unbelted Fatalities
			0.96	Pennsylvania's Specific, Accountable, Focused, and Efficient (S.A.F.E.) Grant Programs	741,785 enforcement outreach contacts; 505 judicial outreach contacts; 452,147 students reached; over 66 million earned media exposures	402	
			0.90	Traffic Injury Prevention Program (TIPP)	220 new CPS techs; 4 new instructors; 166 car seat checks - 2,001 seats checked	402	
			0.45	PSP 2008 Traffic Safety Initiative	~8.5% ↓ unrestrained fatalities** Includes both day and nighttime seat belt surveys. In 07 PA qualified for \$28.6 million federal due to sustained seat belt rate > 85.0%	405	
5	Crash Data Improvement	3.51	3.51	Traffic Records - BHSTE (TRCC & CDART)	~25% ↓ crash data submission time by local police; ~33% ↑ in electronic crash report submission (local police); 100% electronic submission by PSP	408	
4 & 7	Infrastructure Improvement & Local Road Safety	0.50	0.50	Municipal Safety Liaison-Local Technical Assistance Program (LTAP) Engineers	228 municipalities assisted; 65 training sessions (1,338 participants)	402	
14	Motorcycle Safety	0.25	0.25	Motorcycle Safety Programs - (BDL)	Evaluation of Motorcycle Safety Program in progress.	2010	Motorcycle Fatalities
Department Priorities	All	0.41	0.02	Grant-Specific Training - (dotGrants)	Assisted 2 grant projects with training needs (12 participants).	402	Total Fatalities
			0.35	Planning and Administration	Highway Safety Office Salaries, Benefits, & Travel/Training costs (50% Federal)	402	
			0.04	Public Information & Education Program Materials - CO Press Office Support - BHSTE	Highway Safety Office PI&E (CO Press Office utilizes for brochure needs)	402	
Total (in millions)		24.34	24.34				

The Following Programs Address Multiple CSHSIP Priorities:

Pennsylvania's Specific, Accountable, Focused, and Efficient (S.A.F.E.) Grant Programs (\$3,000,000.00)
PSP 2009 Traffic Safety Initiative (\$4,119,000.00)

Funding Area Restrictions

(402) General Highway Safety
(405) Occupant Protection
(410) Impaired Driving Countermeasures

(408) Crash Data Improvement
(2010) Motorcycle Education & Training

The HSP shows the total amount of federal funds that will be committed to each program. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in PA. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified in the PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan. In overview, the 2008 behavioral programming funded through SAFETEA-LU legislation involves the following program focus areas:

- Increasing occupant protection use
- Child passenger safety
- Various programs to reduce alcohol related crashes and fatalities
- Motorcycle education and training
- Crash data improvement program

Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT. 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.

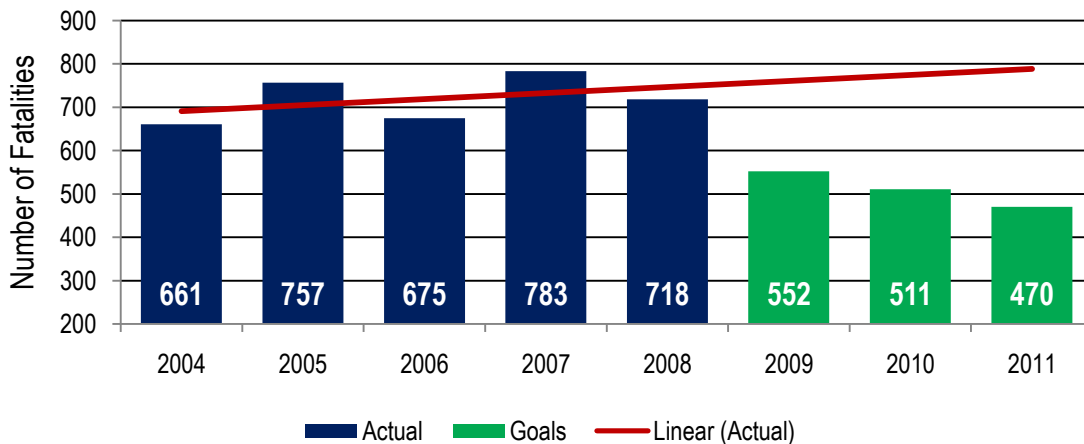
POLICE TRAFFIC SERVICES

I. OVERVIEW

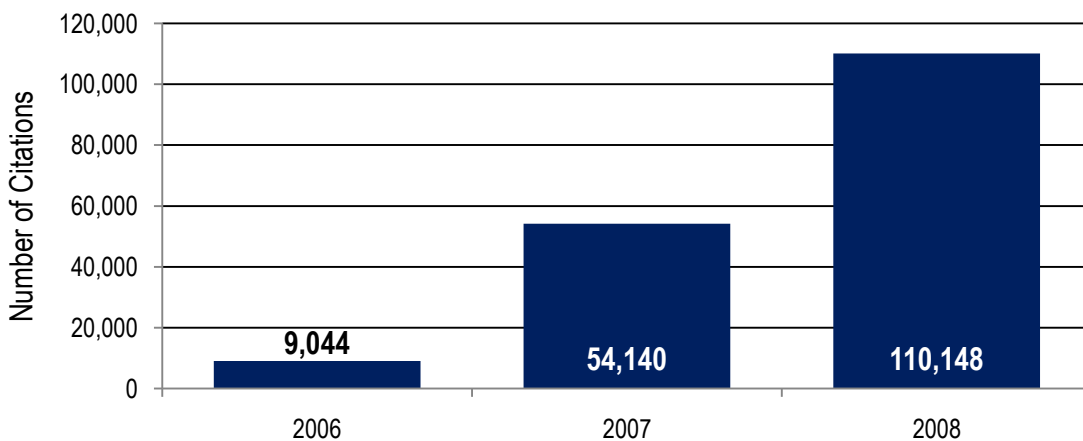
Law enforcement agencies in Pennsylvania are provided overtime enforcement funding through a grant with PennDOT to implement proven and cost-effective traffic safety enforcement strategies. These strategies address child passenger safety and aggressive driving by providing statewide, as well as local,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

II. CORE PERFORMANCE MEASURES

Speeding Related Fatalities (2004-2008) and Goals (2009-2011)
(FARS Data)



Speeding Citations from Aggressive Driving Enforcement Operations
(State Data)

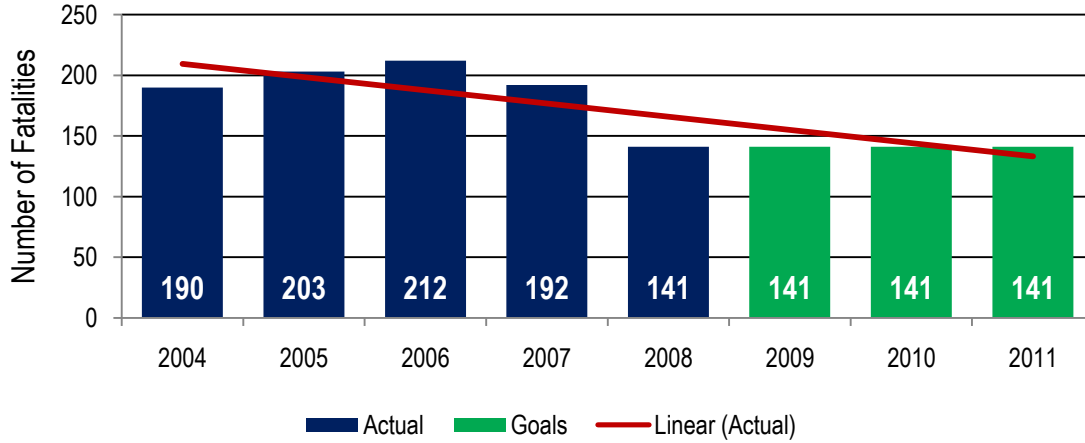


III. STATE GOALS

- Pennsylvania's goal is to reduce speeding related fatalities to 470 or less by 2011 and to reduce aggressive driving related fatalities to 141 or less by 2011. This represents the

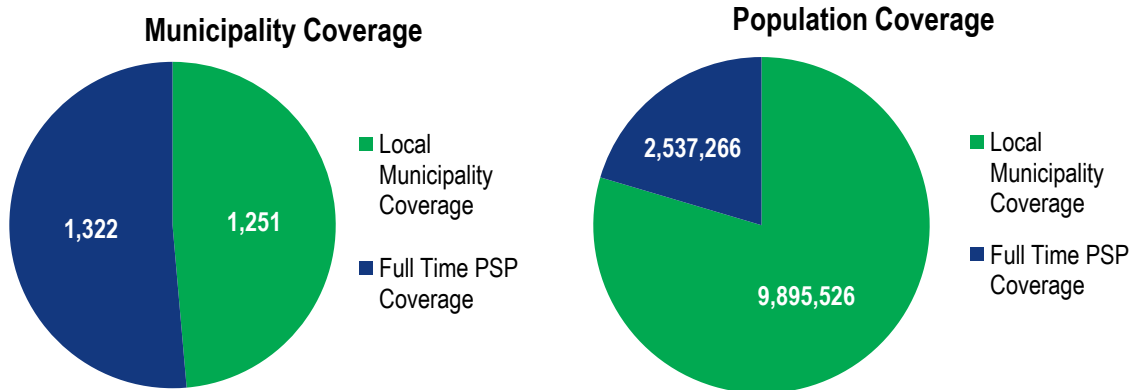
pace at which the speeding related and aggressive driving fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 per year.

**NHTSA Aggressive Driving Fatalities (2004-2008) and Goals (2009-2011)
(State Data)**



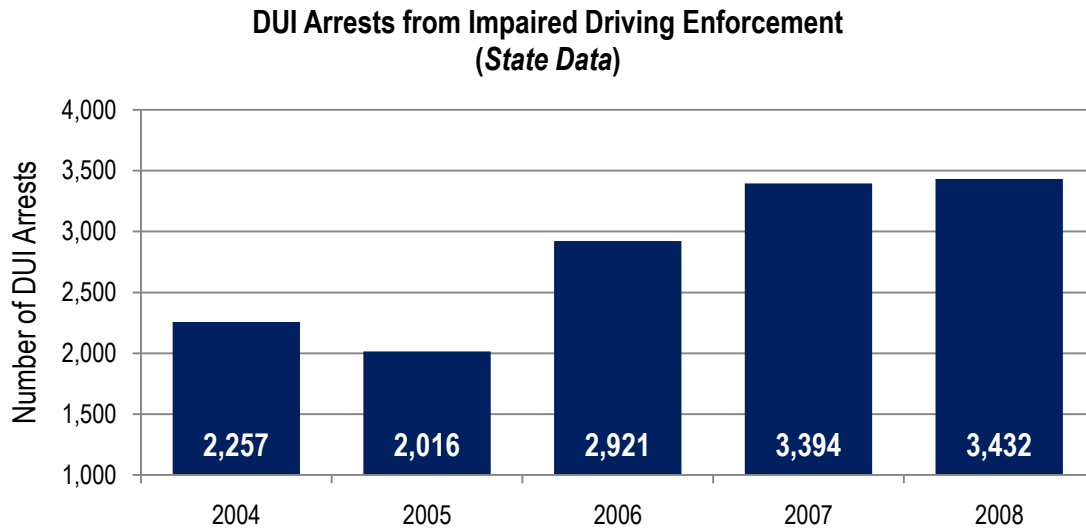
IV. PROBLEM IDENTIFICATION OVERVIEW

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



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

Overview: Addressing impaired driving:



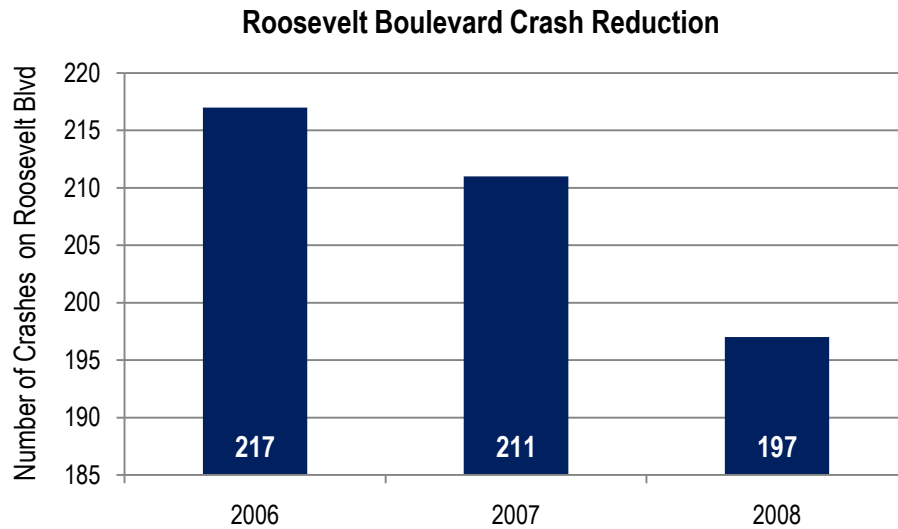
DUI Arrests continue to climb. Our statewide program is providing officers Standard Field Sobriety Training (SFST) which allows officers to more accurately make DUI arrests.

Overview: Addressing Specific Corridors:

CRASHES PER YEAR ON HIGHWAY SAFETY CORRIDORS			
	2006	2007	2008
I-81 Scranton Area	56	52	47
I-81 Capital Beltway	136	143	166
I-81 Carlisle Area	25	40	28
SR 30 Westmoreland Co	41	36	40
I-81 Wilkes-Barre	80	88	73
SR 100 Chester Co	126	76	64
I-80 Monroe Co	97	93	70
US 30 Somerset Co	28	16	20
SR 119 Westmoreland Co	28	23	7
SR 220 Lycoming Co	17	21	23
US 1 Philadelphia	217	211	197
Total	851	799	735

There has been a decline in the number of crashes on these safety corridors. By maintaining highly visible levels of enforcement we are on the path to significantly reducing crashes on these roadways.

Overview: Addressing Roosevelt Boulevard in Philadelphia:



V. COUNTERMEASURES

- **PA State Police Traffic Safety Initiatives (PT-2010-01-00-00)**
 - *Aggressive Driving Enforcement and Education*
 - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project’s problem ID**
 - Continue to have every troop participate in Pennsylvania’s Aggressive Driving Enforcement and Education Project (formerly Smooth Operator). Schedule and coordinate earned media events and regional road selection planning meetings. Use data driven enforcement in high crash locations to target aggressive drivers and reduce crashes. Assist in joint operations with local police departments; especially with those that need the use of radar (local police can’t use radar in Pennsylvania).
 - *Corridor Safety*
 - **Problem Identification: Often a disproportionately large number of crashes happen on a small number of roads. A lack of enforcement, public education, and awareness can result in dangerous driving habits on local corridors. Any road that has a crash rate at least 1.5 times the homogenous crash rate can be considered for Highway Safety Corridor designation.**
 - This task also provides for speed and aggressive driving enforcement on 11 designated high crash corridors across the state. These corridors were selected based upon prior crash history and the possibility of local PSP Troop cooperation for increased visible enforcement. The corridors are marked by “Safety Corridor-Fines Doubled” signs.

- *Standard Field Sobriety Training (SFST)*
 - **Problem Identification: Impaired driving was a contributing factor in 531 preventable fatalities on Pennsylvania roadways. With proper training, especially in SFST, officers will be able to legally identify impaired drivers and remove them from the road hopefully before a crash occurs.**
 - This task trains state police troopers in SFST to be more apt in detecting drinking drivers, especially heavy drinkers who have developed a tolerance to alcohol. Identifying and removing these intoxicated drivers from the highways will ensure a safer environment for all motorists traveling on the Commonwealth's highways.
- *Special Traffic Enforcement Program*
 - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project's problem ID**
 - The STEP program is designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. STEP operations shall include speed enforcement initiatives utilizing Department emergency vehicles, Department motorcycles, radar and Operation SPARE.
- *Operation Maximum Effort*
 - **Problem Identification: See Local Police – Aggressive Driving Enforcement and Education Project's problem ID**
 - This task provides a highly visible and aggressive speed enforcement effort to obtain voluntary compliance with the Commonwealth's posted speed limits and rules of the road.
- **Roosevelt Boulevard Project (PT-2010-02-00-00)**
 - **Problem Identification: The combination of high speeds, traffic signals, and pedestrians on the Roosevelt Boulevard creates a complicated problem which requires special attention/overtime enforcement from the Philadelphia Police Department. According to a recent study done by State Farm Insurance, two of the three most dangerous intersections in the country are on Roosevelt Boulevard.**
 - PennDOT will continue to fund the Philadelphia City Roosevelt Boulevard speed enforcement project. These funds pay for 365 days/year overtime enforcement on the 12.5 mile corridor. Roosevelt Boulevard is essentially a high speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. This roadway design poses many crash problems. Continuous enforcement on the Boulevard has proven to be effective. Fatalities on the road dropped from 9 in 2007 to 3 in 2008. See chart in Problem Identification Overview for Crash Results.

- **Local Police – Aggressive Driving Enforcement and Education Project (PT-2010-03-00-00)**

- ***Problem Identification:* Motorists have cited aggressive driving as the number one traffic safety threat. Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Approximately 62% of all 2008 traffic fatalities in Pennsylvania involved some sort of aggressive driving. Of those aggressive driving fatalities, 29% were speeding-related. Aggressive driving actions include (but are not limited to) speeding, tailgating, red light running, frequent lane changes, failing to yield to the right of way, and passing improperly. Dangerous driving habits such as these played a part in 913 traffic fatalities on Pennsylvania roadways in 2008. It is anticipated that the extra enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, a lasting change in motorist behavior, and ultimately fewer aggressive driving-related crashes and fatalities.**

The plan for selecting aggressive driving enforcement corridors in Pennsylvania takes into consideration many different possibilities. Officers need to be on designated roadways where there is an opportunity to make two contacts per hour. In fiscal year 2010, each road segment in Pennsylvania with 5 or more NHTSA defined aggressive driving crashes over the past five years will be considered for enforcement. For these selected roadways, officer knowledge is referenced at local planning meetings to determine if the road has a true problem.

- Fiscal year 2010 will mark Pennsylvania's 5th year participating in the Aggressive Driving Enforcement and Education Program. Currently in fiscal year 2009 there are 400 local police departments conducting aggressive driving on 500 high aggressive driving crash corridors. In fiscal year 2010 we would like to maintain the same level of enforcement commitment on the same number of roads. Continuous recognizable enforcement on these dangerous corridors will help greatly in reducing crashes and fatalities in years to come. Press events and public awareness to highlight the enforcement effort and promote safe driving is also necessary. Even small aggressive driving crash reductions on our most dangerous corridors will have a positive effect on the overall statewide crash picture. Local district judges are made aware of which roads are targeted and when enforcement is being conducted. Judge cooperation is very important and it is hoped that educated judges will consider traffic safety when reviewing aggressive driving citations.

The 2008 crash data shows an 8.22% reduction from the 2005-2007 baseline in aggressive driving crashes on the on the selected corridors. Between 2005-2007 an average of 11,940 aggressive driving crashes occurred per year on all the roads combined. After intense targeted enforcement in 2008, the number dropped down to 10,958. The reduction in crashes is directly related to the number of

enforcement hours and citations issued for each corridor. The encouraging results serve as proof that our efforts are effective.

SAFETY MEASUREMENTS	OBJECTIVE
Child Passenger Safety Fitting Stations	Maintain 87 Fitting Stations at each Pennsylvania State Police station throughout the commonwealth.
Child Safety Seat Checks	Perform Child Safety Seat Checks at fitting stations and as needed.
Enforcement Hours Provided for Aggressive Driving Initiative, from the PSP	Perform 9,733 Hours of Enforcement during the appropriate Aggressive Driving Initiative Waves.
Aerial Speed Enforcement provided for the Aggressive Driving Initiative, from the PSP	Perform 100 hours of Aerial Speed Enforcement.
SFST Classes Conducted	Perform 4 SFST Classes for Trooper Personnel.
Increase the number of Officers Trained	125 Police Officers within Grant Program to be trained in SFST.
Track and examine Citation Data	Collect and analyze data from 31 types of citations/and arrests, focus area related, stemming from overtime enforcement from all PSP Traffic Safety Initiatives.
Provide continuous daily enforcement on the Roosevelt Boulevard	Make 2 contacts per hour during daily 8 hour overtime enforcement shifts. Make 16 contacts per day and at least 5,840 contacts per year.
Mobilize 400 local police department and all State Police Troops to provide data driven aggressive driving enforcement on high crash corridors.	Provide a perception of continuous enforcement on 500 corridors over 4, 3 month waves.
Reduce crashes on aggressive driving corridors from prior three year crash average	In 2008, there was an 8.22% crash reduction from the prior three year crash average on the aggressive driving corridors. PennDOT would like to have at least a 10% reduction each year.

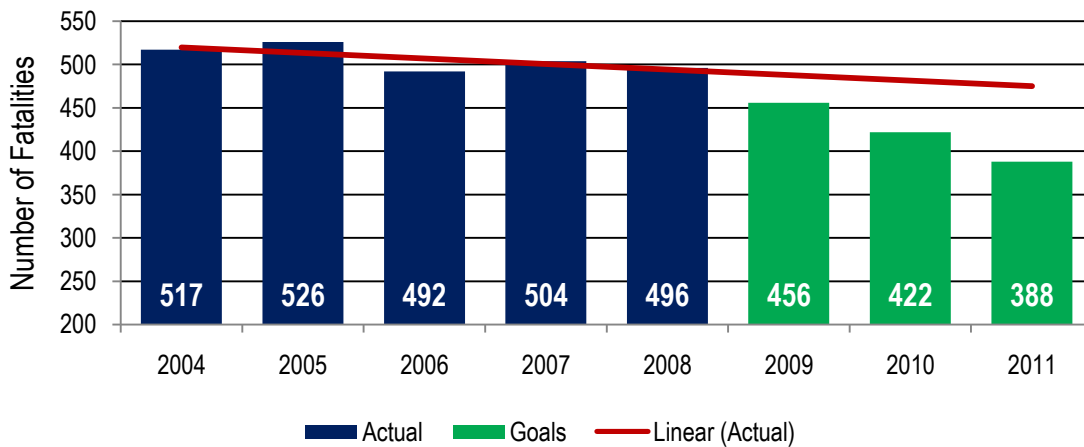
IMPAIRED DRIVING

I. OVERVIEW

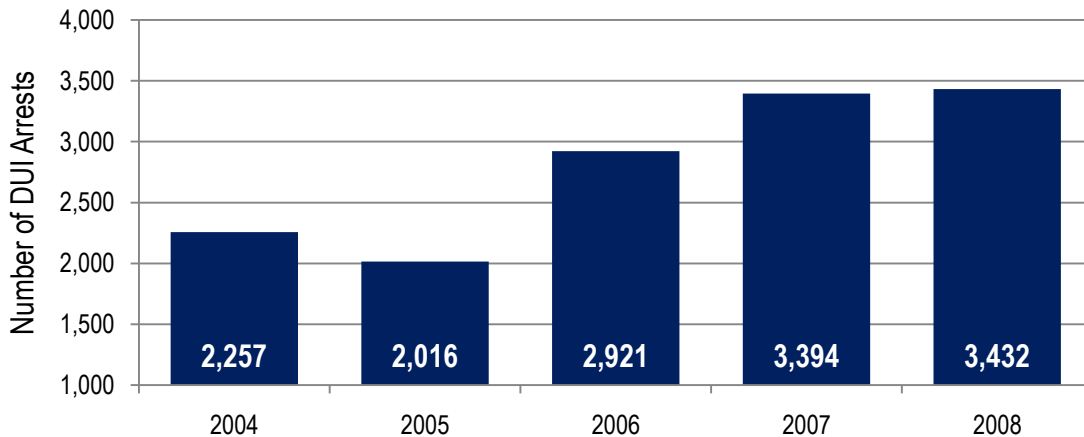
Reducing the number of alcohol-related crashes, fatalities, and injuries occurring on our highways is a major safety focus area for Pennsylvania. In 2008, there were 496 fatalities as a result of alcohol-related crashes involving a driver with a blood alcohol content of 0.08 or higher. These accounted for 34 percent of all traffic fatalities. Pennsylvania has experienced an average of four percent reduction in alcohol-related fatalities involving a driver with blood alcohol content of 0.08 + per year since 2004.

II. CORE PERFORMANCE MEASURES

Alcohol Impaired Fatalities BAC .08+ (2004-2008) and Goals (2009-2011)
(FARS Data)



DUI Arrests from Impaired Driving Enforcement
(State Data)



III. STATE GOALS

- Our goal is to reduce DUI related fatalities (any positive BAC) from 531 in 2008 to no more than 483 in 2009, 447 in 2010, and 411 in 2011.

IV. COUNTERMEASURES

- **75 Pa.C.S. § 3817 Contract (AL-2010-01-00-00)**
 - Section 17 of Chapter 38 in the Motor Vehicle Code requires the Department to submit 14 reports to the Pennsylvania General Assembly which contain statistics on the impaired driving law. The reports cover items such as the number of repeat offenders and the number of charges versus the number of convictions. PennDOT would need to contract with a researcher if any analysis is requested.
- **Pennsylvania DUI Association (AL-2010-02-00-00)**
 - ***Problem Identification*** – PennDOT is mandated by Chapter 67 and Title 75 to manage the Alcohol Highway Safety Program (AHSP) for the Commonwealth. In 2008, Pennsylvania had roughly 45,000 first-time and second-time DUI offenders who required Alcohol Highway Safety School (AHSS). With this great demand, it is vital to have instructors with current teaching certification in each County. In 2008, roughly 50 new instructors were trained, 150 instructors were re-certified, and 200 Court Reporting Network (CRN) evaluators were certified statewide.
 - In FY 2009 PennDOT granted with 51 law enforcement agencies to conduct over time enforcement focused on impaired driving. These law enforcement agencies conducted over 500 checkpoints and 1,500 roving patrols.
 - PennDOT contracts with the Pennsylvania DUI Association to manage AHSP. The two main components of the AHSP deal with DUI offenders. These components are AHSS and the CRN. All DUI offenders are required to attend AHSS prior to license restoration. PennDOT is tasked with certifying both the alcohol highway safety school curriculum and the instructors. In addition to AHSS, DUI offenders are required to be evaluated for alcohol dependency using evaluation tools which are part of the CRN. The output of these evaluations is the client profile form which is presented to the judge prior to sentencing to determine if drug and alcohol treatment are necessary. The Department is tasked with certifying the CRN evaluators.
 - PennDOT funds two DUI Law Enforcement Liaisons who act as a resource for the 51 enforcement grantees statewide. Their tasks include, but are not limited to, providing technical assistance to the impaired driving task forces, relay proper case law regarding various aspects of impaired driving, and to act as an extension of PennDOT for our law enforcement partners.

- **PA State Police (K8-2010-01-00-00)**

- ***Problem Identification*** – Over the past three years, DUI arrests for drug impairment have increased each year from just over 7,600 in 2006 to 9,100 in 2008. In addition to the DUI drug arrests; there have been approximately 620 fatal crashes in the past three years in which at least one of the involved drivers tested positive for drug impairment according to FARS.
- The Pennsylvania State Police and its Selective Traffic Enforcement Against Drunk-Driving (STEAD-D) program conduct impaired driving enforcement operations on a sustained basis and coordinating with mobilizations. The Drug Recognition Expert (DRE) program certifies officers each year as experts in drug impairment recognition. The DRE program also includes training on the Advanced Roadside Impaired Driving Enforcement program.

- **Municipal DUI Checkpoint Programs (K8-2010-02-00-00)**

- ***Problem Identification*** – According to state crash data, over the past five years there has been an average of roughly 6,000 crashes each year involving a driver with a BAC of at least 0.08 or above.

From 2004 to 2008, 11 of Pennsylvania's 67 counties represented over 50 percent of all alcohol-related crashes. PennDOT has 23 enforcement grants in those counties. Just under 1.9 million dollars are granted for overtime enforcement in these high-crash counties.

- Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. By means of 51 enforcement grants, PennDOT provides funding to over 600 police departments that conduct DUI enforcement operations including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations.

- **DUI Courts (K8-2010-03-00-00)**

- ***Problem Identification*** – According to FARS data, over the past three years there has been over 150 fatal crashes that involved a driver with a prior DUI conviction on their driver's record from the previous three years. Last year in Pennsylvania just over 57% percent of the DUI convictions were second or subsequent offenses.
- In an effort to curb DUI recidivism, PennDOT provides counties with grants for DUI Court. The DUI Court model is similar to the pre-existing Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. Not all repeat offenders have the option to be admitted to the program. In 2009, six DUI Courts were funded and approximately 300 repeat offenders were treated. In 2010, nine DUI Courts will be funded and approximately 400 repeat offenders

will be treated. Grants for Lycoming, Union, and York Counties will be funded for the first time. DUI Court grants from PennDOT are renewed for three years and are intended to help a court get started financially until it can become self sufficient.

- **Blood Alcohol Testing Lab (K8-2010-04-00-00)**
 - ***Problem Identification* – The processing of DUI arrestees can keep an officer off of patrol for a long period of time. This processing time can range anywhere from one to four hours or even longer for determining impairment of multiple substances.**
 - The processing of DUI arrestees often takes a considerable amount of time and keeps the arresting officer off of patrol. A proven strategy that addresses this problem is the utilization of a breath alcohol testing mobile or BAT Mobile. The Department plans to purchase two (2) BAT Mobiles, one to be coordinated by the State Police and the other by a local police department. The BAT Mobiles will contain all the equipment necessary to be a mobile booking center for DUI arrestees.
- **Institute for Law Enforcement Education (K8-2010-05-00-00 & PT-2010-04-00-00)**
 - Officer training in the area of impaired driving enforcement is crucial in PennDOT achieving success in reducing DUI fatalities. PennDOT finances an MOU with the Department of Education which funds the Institute for Law Enforcement Education (ILEE). Each year, more than 4,000 law enforcement personnel receive training in disciplines ranging from standardized field sobriety testing to certification in evidentiary breath testing equipment

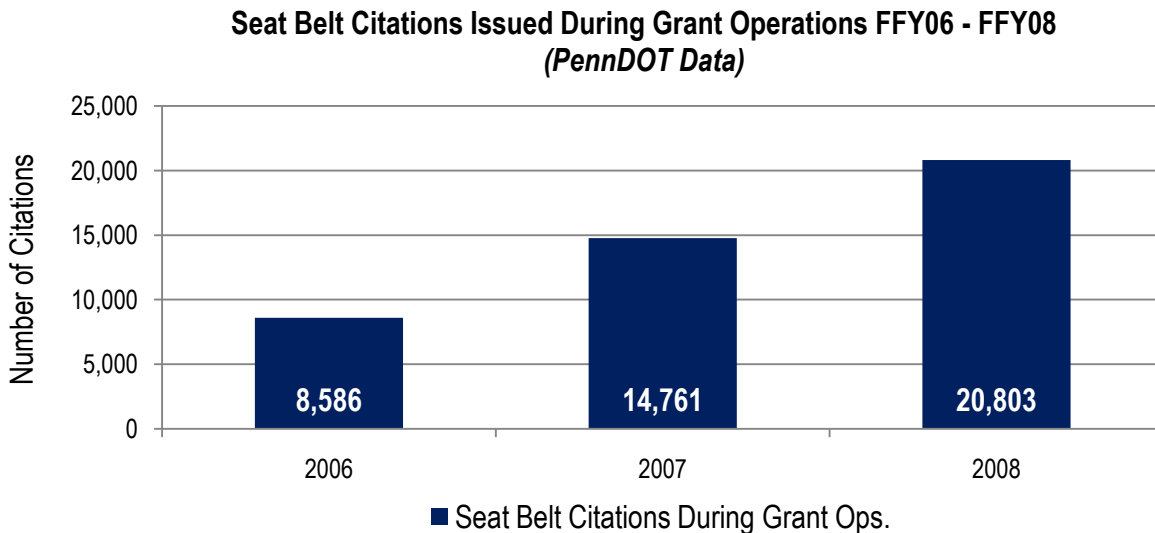
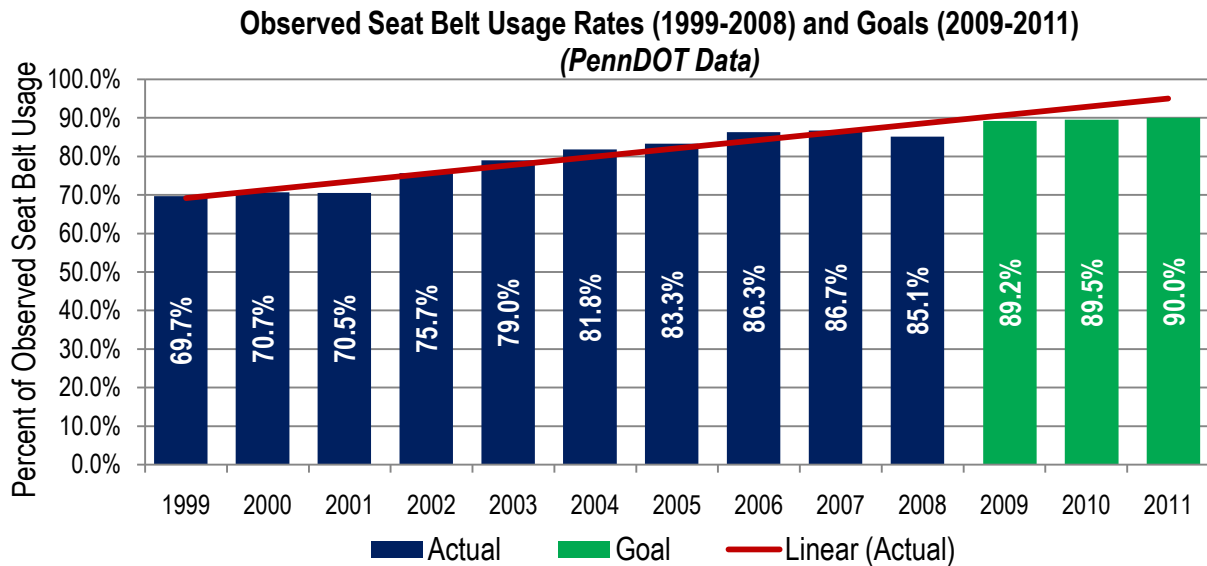
SAFETY MEASUREMENTS	OBJECTIVE
Conduct training for AHSS instructors and CRN evaluators	Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2010.
Conduct police training for drug impaired driving enforcement	Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2010.
Conduct impaired driving enforcement operations	Conduct 600 sobriety checkpoints, 1,150 roving patrols, and 125 cops in shops operations by September 30, 2010.
Continue to fund the implementation of additional DUI Courts	Fund three (3) additional DUI Courts by September 30, 2010.
Employ the use of Breath Alcohol Testing Mobiles as transportable booking centers	Secure two (2) BAT Mobiles by September 30, 2010.
Conduct Standardized Field Sobriety Testing (SFST) training	Perform 45 SFST related trainings by September 30, 2010.
Conduct evidentiary chemical breath test equipment training	Hold 50 breath test related trainings by September 30, 2010.
Conduct sobriety checkpoint training for officers	Perform 30 sobriety checkpoint related trainings by September 30, 2010.
Train law enforcement personnel in highway safety related disciplines	Train 6,000 law enforcement officers in highway safety related disciplines in September 30, 2010.

OCCUPANT PROTECTION PROGRAM

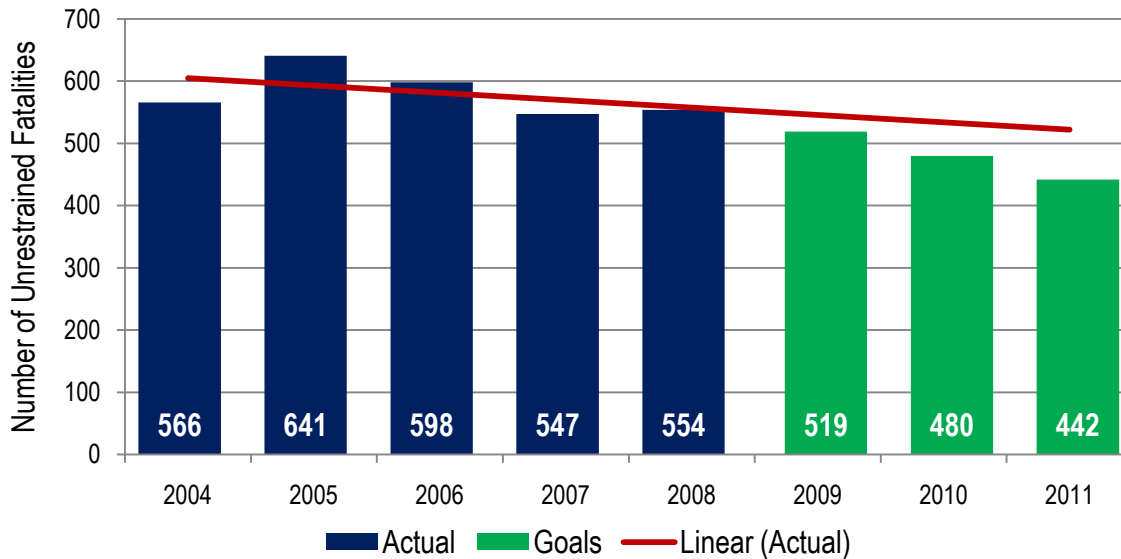
I. OVERVIEW

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The 2008 observed seat belt usage rate statewide was 85.06%. This is well above the National Occupant Protection Use Survey (NOPUS) average of 75% for secondary law states. Even with an observed seat belt usage rate above the national average, 2007 Fatality Analysis Reporting System (FARS) data reports show that 52.9% of occupants killed in passenger vehicle crashes in PA were not properly restrained.

II. CORE PERFORMANCE MEASURES



Unrestrained Fatalities (2004-2008) and Goals (2009-2011)
(FARS Data)

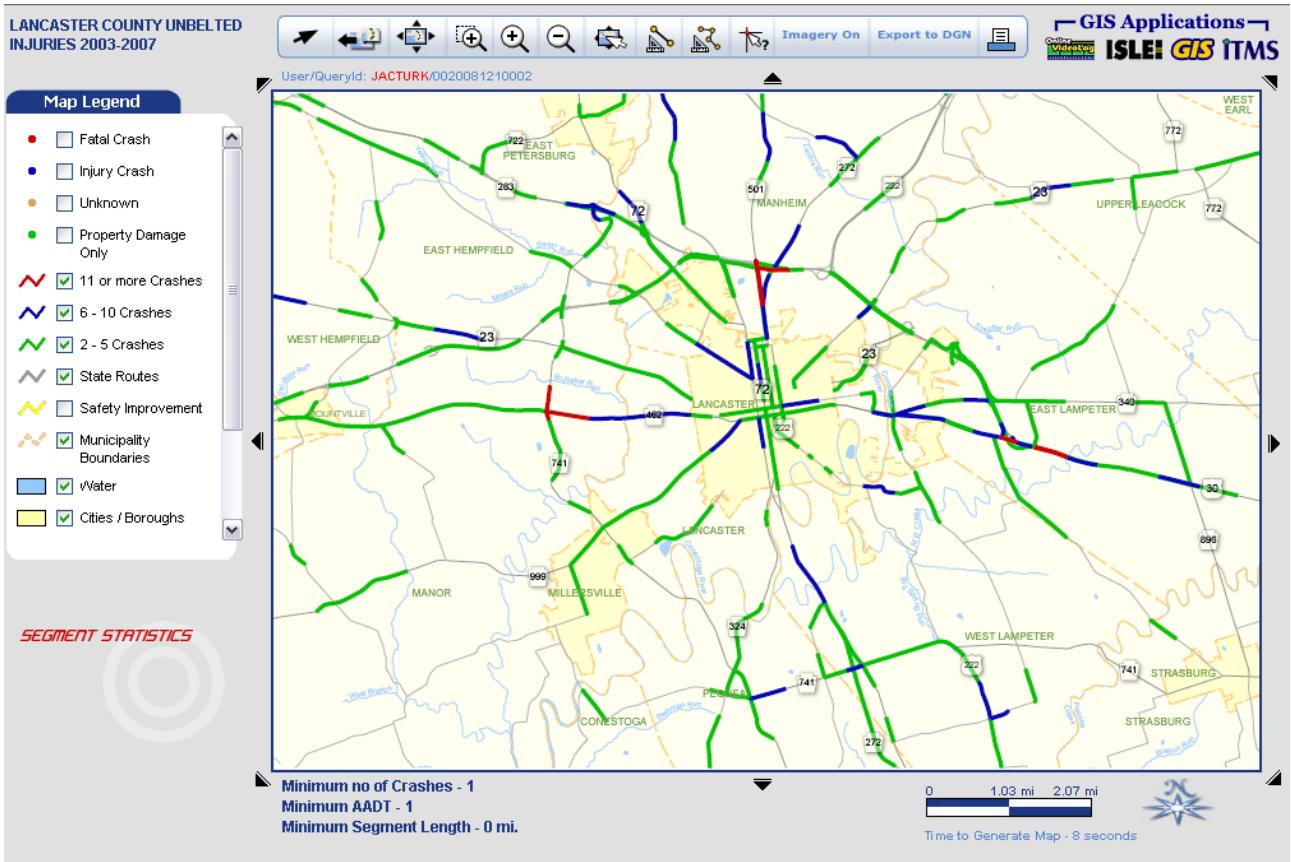


III. STATE GOALS

- Increase the observed seat belt use rate to 89.5% or higher by the end of 2010 and to 90% or higher by the end of 2011.
- Reduce statewide unbelted fatalities to at least 451 deaths per year or less by 2011. This represents the pace at which the unbelted fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

IV. COUNTERMEASURES

- **Buckle Up PA (K2-2010-02-00-00) and PA State Police (K2-2010-01-00-00)**
 - *Problem Identification* – Between 2004 and 2008, there were 64,665 crashes in Pennsylvania where one or more person was not wearing their seat belt. Thirty-one percent of the fatalities and major injuries in those unbelted crashes occurred between the hours of 10:00 p.m. and 5:00 a.m. Using PennDOT’s Crash Data Analysis Retrieval Tool (CDART), we have identified specific roadway segments by county with relatively high occurrences of unbelted crashes based on 5-year crash data. As an example the green, blue, and red road segments in the map on page 31 show road segments in one area of Lancaster County with varying ranges of unbelted crashes. Local police departments and the State Police use this data to target enforcement efforts on roadways with high incidences of unbelted crashes.



- **Buckle Up PA (BUPA)** - The success of CIOT depends partly on the participation of municipal and local police departments statewide. BUPA has established a network of Law Enforcement Liaisons who contact municipal police departments and provide them with PennDOT crash data to guide targeted enforcement to roadways with high percentages of unbelted crashes.
- **PA State Police (PSP)** - The success of CIOT also depends on the participation of the 16 troops of the PSP statewide. Rural counties with low populations have municipal police departments with limited manpower and resources. The PSP are able to conduct enforcement in these rural areas where the perception of police presence is low. The PSP also augment enforcement efforts in areas with higher populations.
- **Buckle Up PA (BUPA) (OP-2010-01-00-00)**
 - **Problem Identification** - NHTSA evaluated the effects of the May 2002, 2003, and 2004 CIOT campaigns on belt use in the States. In 2002, belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by 0.5 percentage points across 4 States that used no paid advertising. **These results show that highly-visible CIOT campaigns have more effect on belt use than campaigns that used limited or no advertising.**
 - In conjunction with the PennDOT Press Office, BUPA will provide Earned Media Plans for both mobilizations to generate earned media statewide. Some suggested activities to generate earned media will include press releases, public service

announcements, and enforcement advisories. BUPA will also identify prime locations for a targeted paid media buys and provide educational programs to elementary, middle, and high schools.

- **PA State Police (PT-2010-01-00-00)**
 - ***Problem Identification* - In 2008, there were 125,828 total reportable crashes in Pennsylvania. Children 8 years of age and under were involved in 9,205 of the total reportable crashes and 377 children were either killed or suffered a major injury in those crashes. The improper use or non-use of child safety seats played a major role in the death and injuries of those children.**
 - The PA State Police will continue to operate a Child Passenger Safety Fitting Station in each PSP station statewide to educate parents and/or guardians on the importance of child safety seats and how to properly install and use them.

SAFETY MEASUREMENTS	OBJECTIVE
Participate in Thanksgiving 2009 and Memorial Day 2010 seat belt enforcement mobilizations (PA State Police)	Issue approximately 12k citations during (2) mobilizations for CIOT and perform approximately 110 safety checkpoints. All 16 troops of the PA State Police will participate in both mobilizations.
Coordinate participation of “zero-tolerance” local and municipal police departments in Thanksgiving 2009 and Memorial Day 2010 seat belt enforcement mobilizations with at least one week devoted solely to nighttime belt enforcement (BUPA)	Issue over 6,000 occupant protection citations; and make over 73,000 contacts during both mobilizations. 460 departments will participate in both mobilizations.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2010 Memorial Day Click It or Ticket mobilization (BUPA)	Survey will be completed immediately following the Memorial Day Click It or Ticket mobilization and results will be reported to NHTSA.
Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2009 and Memorial Day 2010 mobilizations (BUPA)	Final version of plan to be created by October 23, 2009.
Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (BUPA)	Final version of Thanksgiving Earned Media Plan to be completed and distributed by October 23, 2009. Final version of Memorial Day Earned Media Plan to be completed and distributed by February 26, 2010.
Provide data and direction to target the NHTSA Paid Media Buy for Memorial Day Mobilization or other identified campaigns (BUPA)	Data to be gathered and compiled by February 26, 2010.
Provide educational programs to elementary, middle, and high schools (BUPA)	Provide 800 educational programs to schools throughout the course of FY2010 and contact over 30k students during educational campaigns.
Continue operation of 84 Child Passenger Safety Fitting Stations statewide (PA State Police)	Perform 1,800 car seat checks or more during FFY2010.

ROADWAY SAFETY

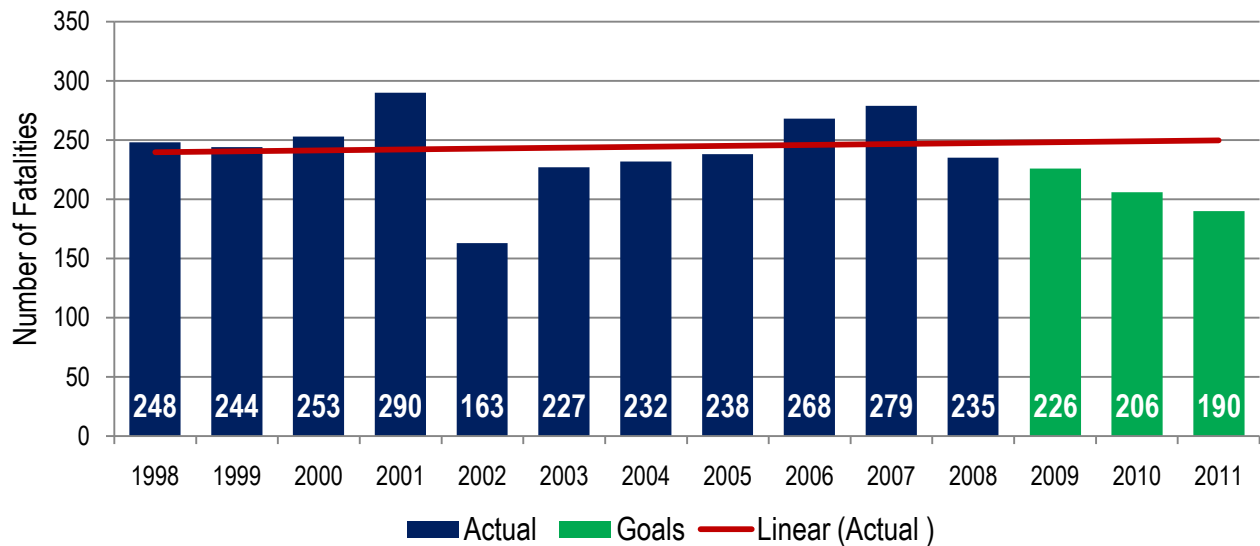
I. OVERVIEW

The Roadway Safety Program is responsible for coordinating low-cost safety improvements on local roads. Examples of low-cost safety improvements include rumble strips, advanced curve warning signs, utility pole relocation and delineation, tree removal, and guide rail installation and delineation. Through this programming, our highway safety office can provide a more well-rounded approach to addressing highway safety issues. Engineering enhancements go hand in hand with behavioral enforcement and education efforts in reducing crashes and fatalities on our roadways.

II. STATE GOALS

- Reduce local road fatalities from 235 in 2008 to 226 in 2009, and 206 in 2010.

Local Road Fatalities (1998-2008) and Goals (2009-2011)
(PennDOT Data)



III. COUNTERMEASURES

- **Local Technical Assistance Program (RS-2010-01-00-00)**
 - **Problem Identification:** Addresses the problem of 235 local road fatalities in 2008 by providing safety technical assistance to municipalities that have areas of roadway safety concerns.
 - 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.

SAFETY MEASUREMENTS	OBJECTIVE
Provide on-site and additional telephone safety-related technical assists to municipalities.	Complete 50 by the end of September 30, 2010.
Conduct safety training courses in the areas of work zone traffic control, traffic signs, risk management and tort liability, roadway safety improvement programs, engineering and traffic studies, roadway safety features, traffic signal maintenance, traffic calming, trenching and worker safety, and bicycle and pedestrian safety.	Conduct 100 by the end of September 30, 2010.
Conduct "Safety Improvement Program" training sessions and develop safety improvement plans for identified "Local Safe Roads Communities."	Conduct 10 by the end of September 30, 2010.

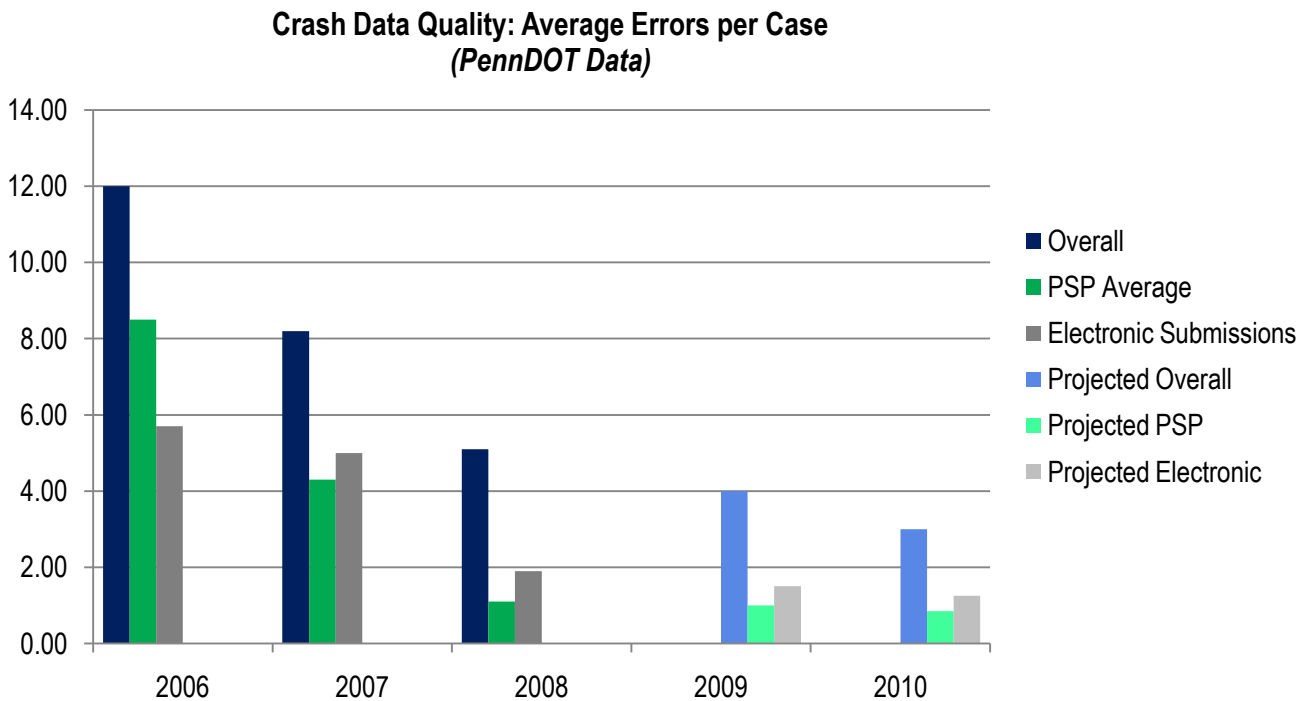
DATA PROGRAMS

I. OVERVIEW

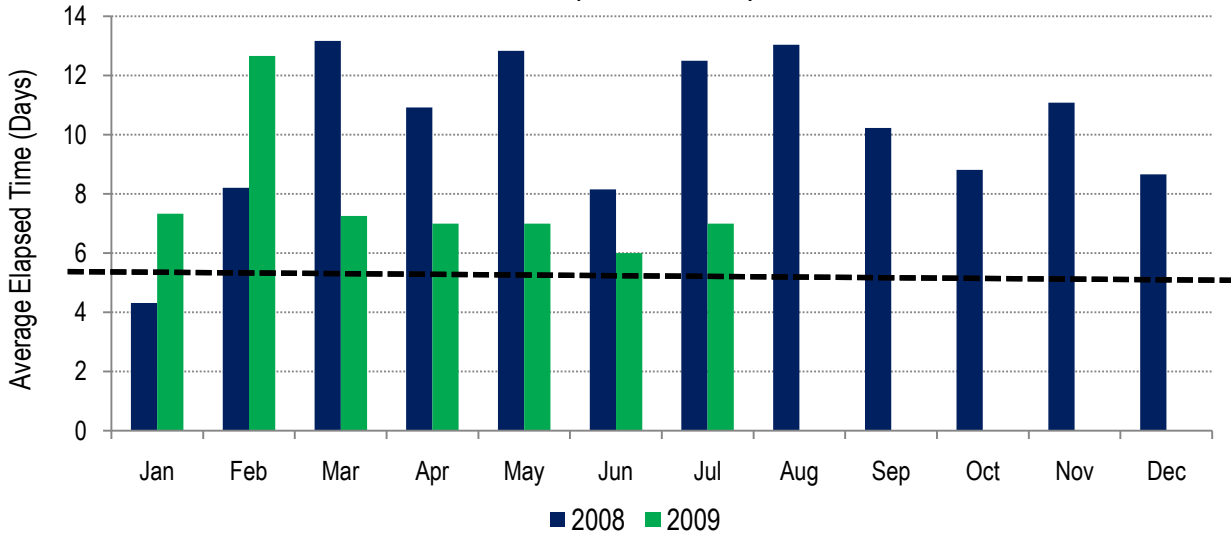
Timely and accurate crash data is needed by PennDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data is also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. The Highway Safety Office,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

II. STATE GOALS

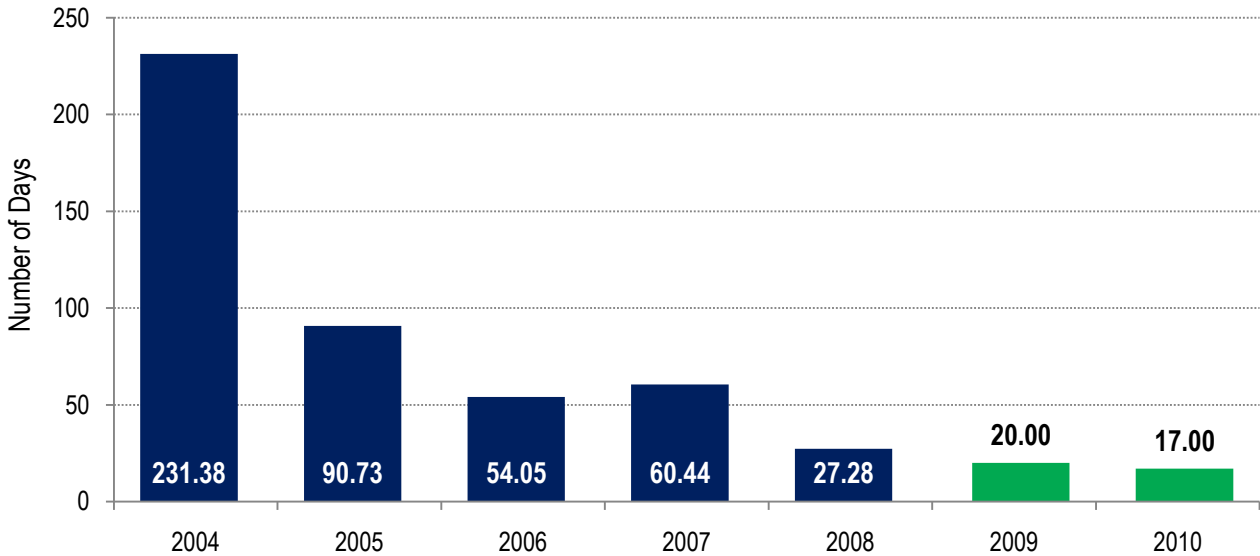
- Complete all 2009 year crash data by April 2010.



FastFARS Timelines Measures
 Measured as difference from crash date to date entered into FastFARS
 (PennDOT Data)



Average Process Days
 Measured as average days between Crash Date and Crash Data Availability Date
 (PennDOT Data)



III. COUNTERMEASURES

- **Crash Records Law Enforcement Liaison Project Phase II (K9-2010-01-00-00)**
 - In response to PennDOT's need to improve the quality of the crash records recording process the North Central Highway Safety Network (NCHSN) embarked on a challenging project during FY 2009. From March 23, 2009 thru

September 30th, 2009 NCHSN assisted the Bureau of Highway Safety and Traffic Engineering's (BHSTE) Crash Records Division (CRD) with the transition of crash record submissions by PA police agencies from paper to electronic filing.

- There are approximately 1,200 individual police agencies in the State (not including PSP). A priority list has been created establishing the order in which agencies will be contacted during the 12 months on Phase II of the project. As with Phase I of the project, baseline data will be gathered for each law enforcement agency in order to monitor change in crash record submission. Each law enforcement agency will be contacted and improvement strategies will be implemented. The final activity will be overall project evaluation and final report preparation.
- **Traffic Records Assessment (K9-2010-01-00-00)**
 - A new traffic records assessment shall be conducted in FFY 2010, to adhere to federal requirements in relation to Section 408 Funding. This assessment will provide updated guidance on the state of traffic records in Pennsylvania. The analysis will identify new and/or existing deficiencies, so that appropriate projects and countermeasures shall be implemented to counteract them.
- **Continuation of the Following Projects for FFY2010, pending TRCC Approval (K9-2010-01-00-00)**
 - Patient Care Reporting System Output– Department of Health
 - There is a need to develop output reports from the NEMSIS compliant databases used by the patient care reporting system. Create a reporting mechanism that use the NEMSIS databases built to collect patient care records. Currently there are 32 data base tables and 429 elements in the NEMSIS system. The Bureau has access to the data stored in SQL databases through SAS. The Bureau is proposing to contract with a vendor to write necessary computer code to allow the Bureau, Regional EMS Councils and others to access dash board style reports on EMS System performance.
 - Quick Response Service Patient Care Reporting System – Department of Health
 - Pennsylvania is implementing a NEMSIS compliant patient care reporting (PCR) system. The Bureau of EMS has built a NEMSIS “Gold” compliant database and an Internet Application to receive PCR data from the 16 Regional EMS Councils. PCR reporting is mandated by the EMS Act and the Bureau received over 1.7 million PCRs in 2007. There is a need to address PCR reporting for services responding to less than 100 calls a year. Currently 98% of the PCRs that are sent to the Department are prepared electronically and then submitted to the Regional EMS Councils. All of the data received by the Bureau is sent electronically. We need to identify and implement a Patient Care Reporting (PCR) System for Quick Response Services that meets National EMS Information System (NEMSIS) standards.

- TraCS Traffic Citation Implementation – Pennsylvania State Police
 - As of January 2008, the Pennsylvania State Police (PSP) implemented automated Crash reporting for PSP statewide use in a software package called TraCS. Having taken this step, we now move to build on the success of this function by creating Traffic Citation e-Filing for PSP use. Having seen significant improvements in data quality and timeliness in the electronic submission of Crash reports to PennDOT with TraCS, the PSP is moving to automate the creation, submission, and tracking of Traffic Citations, Written Warnings, and Contact Data Reporting.

SAFETY MEASUREMENTS	OBJECTIVE
Electronic Crash Record Submission Rate	Meet or exceed an 80% electronic submission rate.
Decrease in Crash Record Error Rate	Reduce the crash record error rate to 5% or less.
Decrease in Processing Time	Reduce the processing time of a crash report to 20 days or less.
Decrease in FastFARS Reporting Time	Reduce the processing time of a FastFARS report to 5-6 days or less.

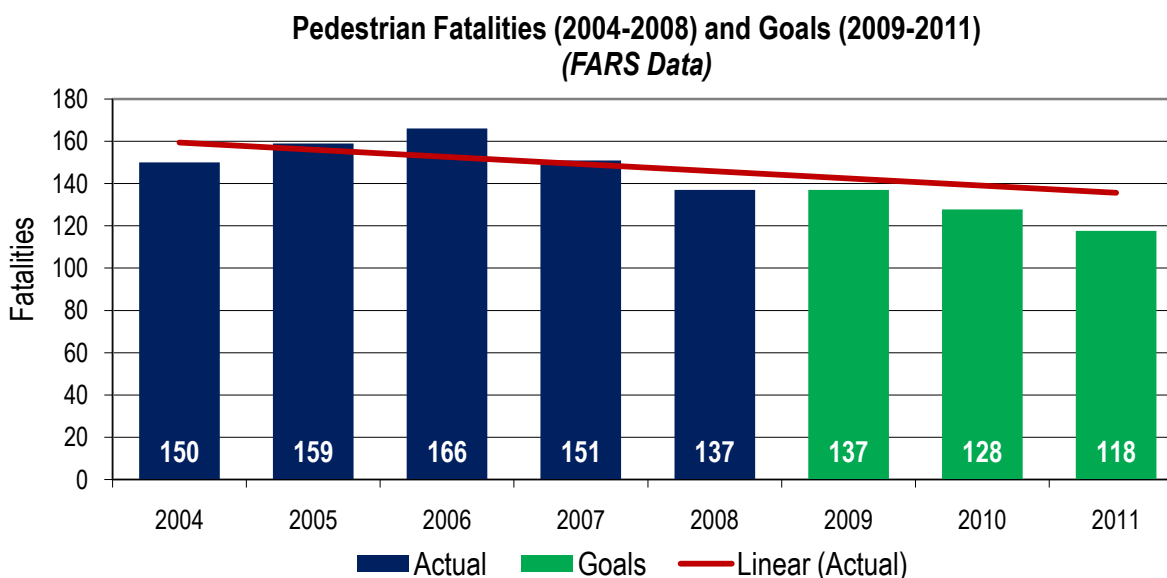
COMMUNITY TRAFFIC SAFETY PROJECTS

I. OVERVIEW

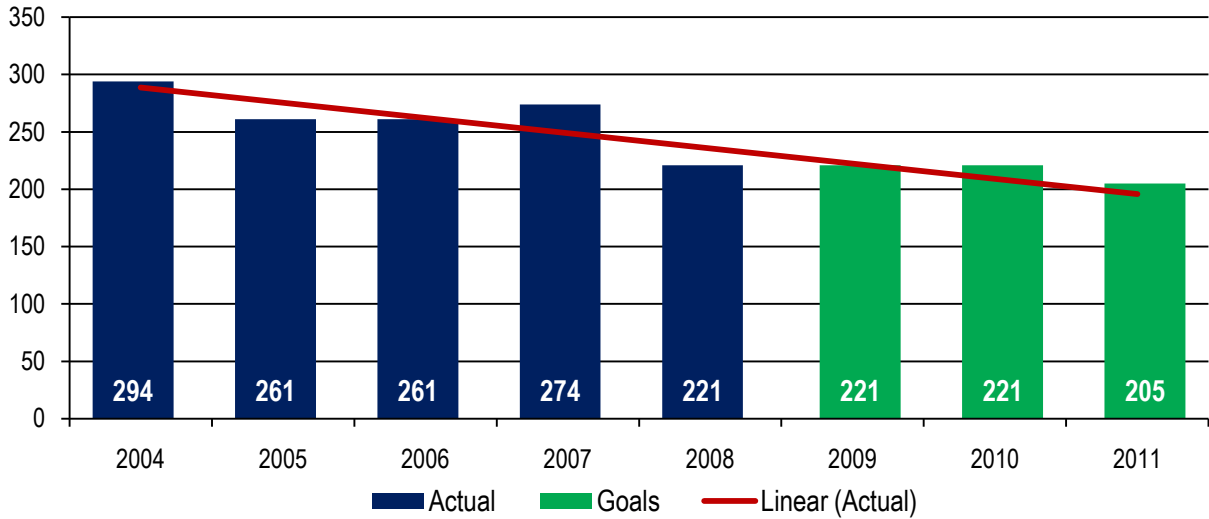
In 2008, 221 drivers aged 20 years or less were killed in motor vehicle accidents along with 142 pedestrians. Also in 2008, approximately 333 vehicle occupants under the age of 21 were seriously injured in a crash. Our local programs, or Community Traffic Safety Projects (CTSP), are viewed as an extension of the highway safety office and are a critical component of the highway safety program to aid in the reduction of fatalities statewide. Our CTSP are vital in aiding our office at a local and statewide level with generation of earned media, mobilization coordination, and programmatic issues relating to the appropriate focus areas of drivers and occupants, aged 20 or less, pedestrian safety, as well as child passenger safety.

It is estimated that approximately 90% of children who are placed in child safety seats and booster seats are improperly restrained. In 2008, there were 125,828 reportable crashes in Pennsylvania. Children 8 years of age and under were involved in 9,205 of those crashes. To address the widespread misuse and non-use of proper restraint system for children 8 years and under, we have implemented an effective child passenger safety program that provides educational and training programs to the general public, hospitals, and other private health care providers. In addition to educational programs, the Commonwealth also maintains 168 child passenger fitting stations, over 100 loan programs for families in need, a toll-free informational hotline (1-800-CAR-BELT), and an Amish CPS program.

II. CORE PERFORMANCE MEASURES



Drivers Age 20 or Less in Fatal Crashes (2004-2008) and Goals (2009-2011)
(FARS Data)

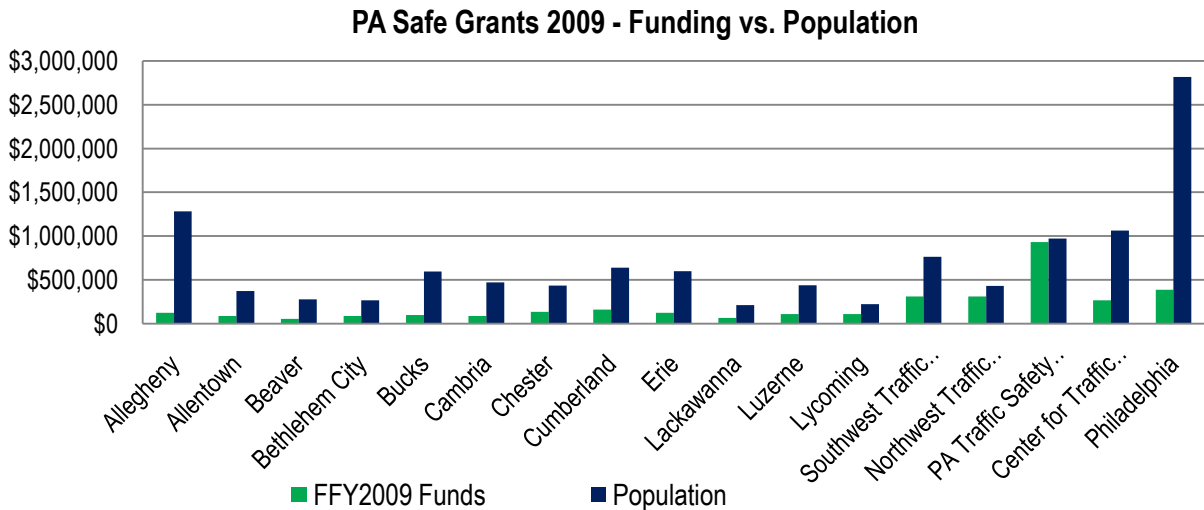


III. STATE GOALS

- Reduce pedestrian fatalities from 142 in 2008 to 141 in 2009 and to 136 in 2010.

IV. PROBLEM IDENTIFICATION OVERVIEW

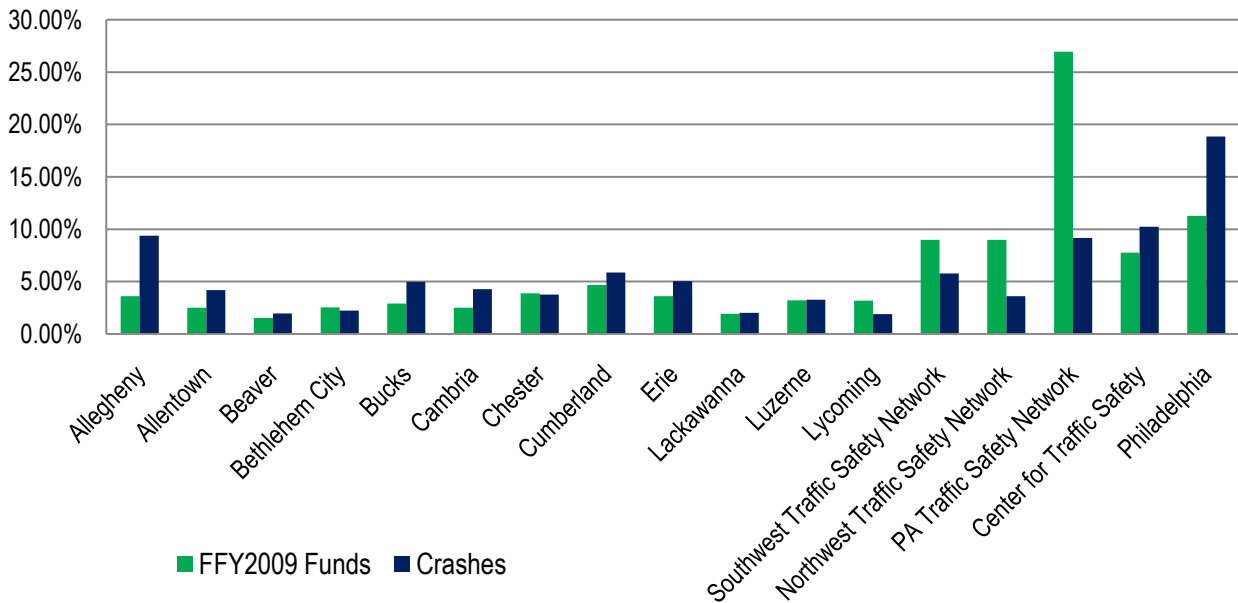
PA Safe Grants (CP-2010-01-00-00)



As you can see in this table, our local programs are spread out across the state, to adequately serve local communities and populations. Please note that some projects incur higher costs in more urban areas.

Overview: Addressing Crashes at a Local Level

PA Safe Grants 2009 - Funding vs. Crashes

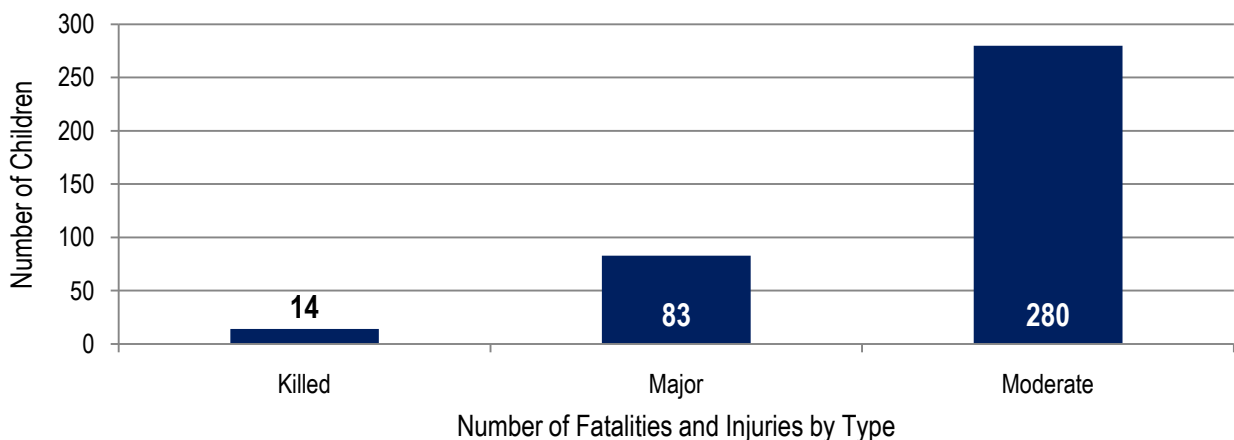


*NOTE: the PA Traffic Safety Project includes uniquely funded projects; therefore, its data is skewed.

PA Traffic Injury Prevention Project (CP-2010-02-00-00)

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

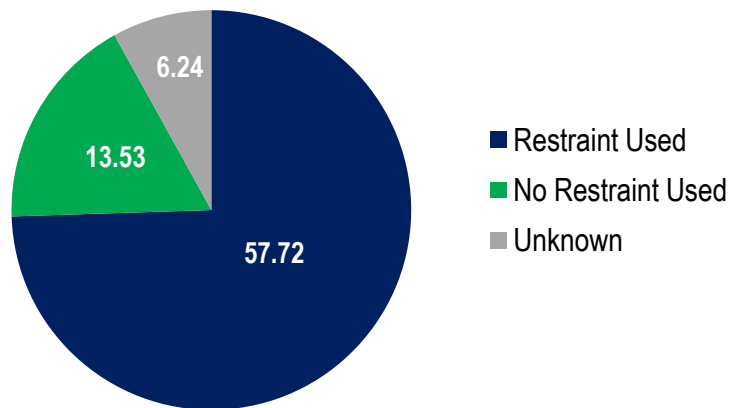
Fatalities and Injuries of Children Age 8 & Under in 2008 Traffic Crashes
(PennDOT Data)



As you can see in the chart above, over 350 children were either killed or suffered a major injury as a result of a motor vehicle crash. Our PA TIPP project aids the public in proper restraint use, to prevent injury as a whole.

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

Percentage of CRS Use and Non Use
in Crashes Involving Children Age 8 and Under (2008)
(PennDOT Data)



PA TIPP addresses the approximate 19% misuse or non-use of child restraints, in crashes involving a child under the age of 8 by providing appropriate information and education to parents across the state, in fitting stations, pediatric offices and hospitals. It also addresses this by providing and training instructors and technicians.

V. COUNTERMEASURES

- **PA Safe Grants (CP-2010-01-00-00)**
 - **Problem ID: This grant program addresses the 358 fatalities that occurred in 2008, that were classified as either pedestrian or involved a younger driver by partnering with local governments and organizations to address this issue and target more specific, local problems in these areas.**
 - The combination of Pennsylvania's large geographic size, large population, and large transportation system and the relatively small size of the State's Highway Safety Office makes CTSPs a necessary link to reach communities statewide. As a part of addressing local traffic safety issues, the CTSPs identify enforcement training needs; partner with local organizations to address identified safety focus areas; assist enforcement agencies to target local problems based on crash data; serve as a local contact for the general public; act on PennDOT's behalf in the development of local safety action plans and safety efforts; provide educational

programs to schools, large local employers, and other community organizations; and provide outreach and education on a variety of traffic safety issues to Magistrate District Justices (MDJs). Those CTSPs with official seat belt survey sites within their jurisdictions are asked to conduct informal seat belt surveys to monitor seat belt usage rates throughout the year.

- **PA Traffic Injury Prevention Project (CP-2010-02-00-00)**

- **Problem ID: The Traffic Injury Prevention Project addresses the 221 fatalities that involved a driver of age 20 or less by developing and implementing highway safety programs targeting children from birth to 21 years of age. Children aged 8 or less were involved in approximately 7% of the total reportable crashes in 2008.**
- PennDOT has a contract with the PA Chapter of the American Academy of Pediatrics entitled “PA Traffic Injury Prevention Project (PA TIPP).” The contract develops and implements highway safety programs that target children from birth to age 21. The focus of this project is primarily on child passenger safety and special needs transportation, but also addresses seat belts and airbags, pedestrian safety, school bus safety, young driver issues, and bicycle safety.

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

- **Public Information and Education (CP-2010-03-00-00)**

- **Problem ID: This grant program aids in addressing the 358 fatalities that occurred in 2008, that were classified as either pedestrian or involved a younger driver by providing public education materials and information to the public.**
- BHSTE plans to update out-dated brochures and other educational materials that will be available free to the general public. The brochures will cover a variety of traffic safety issues including but not limited to the following topics: seat belts; child passenger safety; school bus safety; DUI prevention; bicycle, pedestrian, and motorcycle safety; winter driving; aggressive driving prevention; rail-highway safety; and heavy truck safety.
- As a part of NHTSA Core Performance Measures the Behavioral Survey funding will be utilized under this section. The survey will assess the attitudinal progress of the driving public based on behavioral highway safety questions. The survey will include the required set of core questions and also will include further questions supported by highway safety concerns apparent to PA state programs.

- **Grant Training (CP-2010-04-00-00)**
 - BHSTE currently manages approximately 100 grant projects utilizing SAFETEA-LU funding. As new activities and personnel are added to the programs various training needs are identified. This line provides funding to conduct various trainings as needs are identified throughout our sub-grantee network.

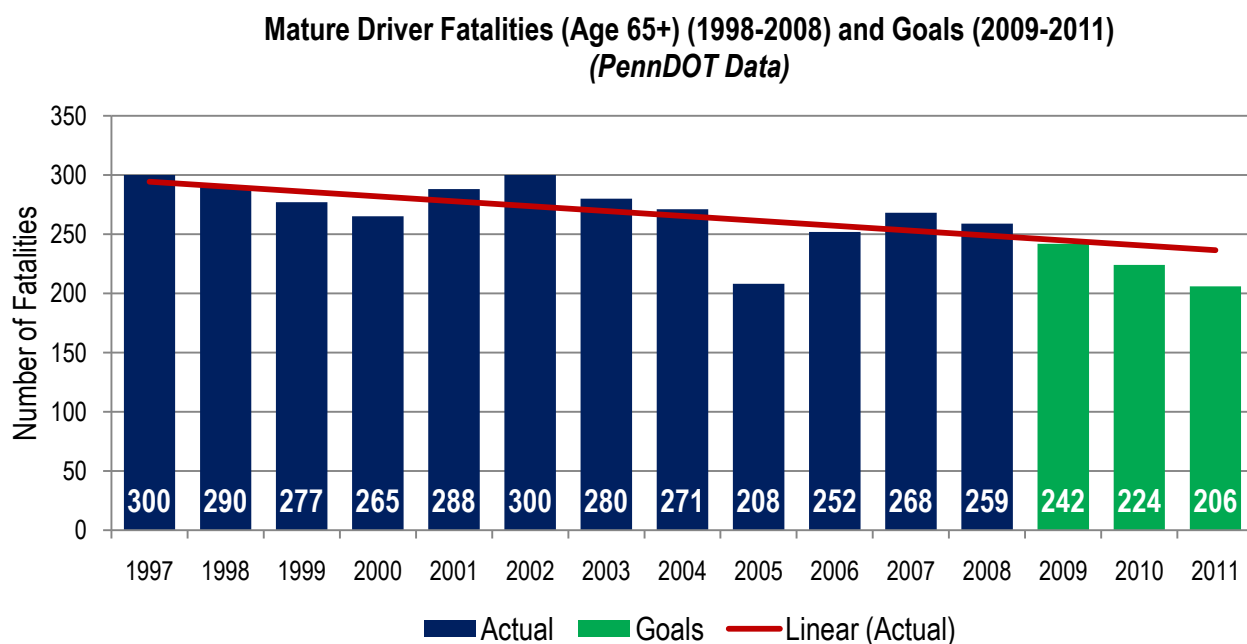
SAFETY MEASUREMENTS	OBJECTIVE
Conduct Informal Seat Belt Surveys to identify low usage areas for targeted enforcement during Memorial Day Click It or Ticket mobilization	Conduct Informal Surveys at 100% of the official Seat Belt Survey Sites by March 31, 2010.
Contacts with the general public	Increase the amount of contacts with the general public from the total reached in 2009 by 2%.
Contacts with local and municipal law enforcement agencies	Increase the amount of law enforcement contacts from the total reached in 2009 by 2%.
Contacts with Magisterial District Judges	Increase the amount of MDJ contacts from the total reached in 2009 by 2%.
Distribute Medical Information Carrier Systems for helmets to the general public	Increase the amount of Carrier Systems distributed from the total distributed in 2009 by 2%.
Distribute bicycle helmets to the public	Increase the amount of helmets distributed by 2%.
Implement Walkable Communities Programs throughout the state	Implement 12 Walkable Communities Programs by September 30, 2010.
Numbers and types of educational programs and trainings conducted	Conduct educational programs and trainings. It is estimated that 100 educational programs will be performed by the end of FY 2010.
Per the CPS Assessment, identify proper levels of service (i.e. fitting stations, training, and education) by county	Maintain service to 95% of Pennsylvania's total population of 12,281,054 (2000 U.S. Census).

MATURE DRIVER SAFETY

I. OVERVIEW

Pennsylvania has nearly 1.5 million licensed drivers aged 65 and older and they make up almost 17 percent of the driving population. Overall, older citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center statistics indicate that the number of Pennsylvanians 65 and older will increase 21 percent by 2020. In 2008, mature driver fatalities (259) represented roughly 18% of total fatalities in PA. The emerging safety concerns that come with a growing population need to be planned for today.

II. STATE GOALS



III. COUNTERMEASURES

- **Mature Driver Taskforce (DE-2010-02-00-00)**
 - **Problem ID: Pennsylvania is the fourth largest State in population that is age 65 or older. It is understood that mature drivers have difficulty with more complex driving tasks. These include failure to properly yield the right of way; improper left turns across traffic, pulling out, and making abrupt and improper lane changes.**
 - A statewide study has begun to analyze mature driver behavior and the over-represented trends of crashes they tend to follow. The funding allocated toward this broad study will look into Pennsylvania's existing behavioral programs and roadway engineering strategies for mature drivers. This multi-faceted study will help PennDOT work toward lessening the burden of driving for mature drivers, and ultimately all of the motoring public.

SAFETY MEASUREMENTS	OBJECTIVE
Create statewide mature driver taskforces that include partnerships with state and local agencies	Establish 1 task forces for each highway safety region in Pennsylvania.
Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving)	Assist in the development of 17 classes and 1 outreach material for dispersal throughout Pennsylvania.
Provide education and training to increase the public's awareness of mobility alternatives	Work with Public Transportation on ways to improve awareness. Develop 1 outreach material for grantees to disperse at 17 mature driver education classes.
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)	Hold 12 Classes throughout Pennsylvania.
Conduct training for engineers in road design for mature driver issues	Hold 2 trainings for PennDOT engineers.

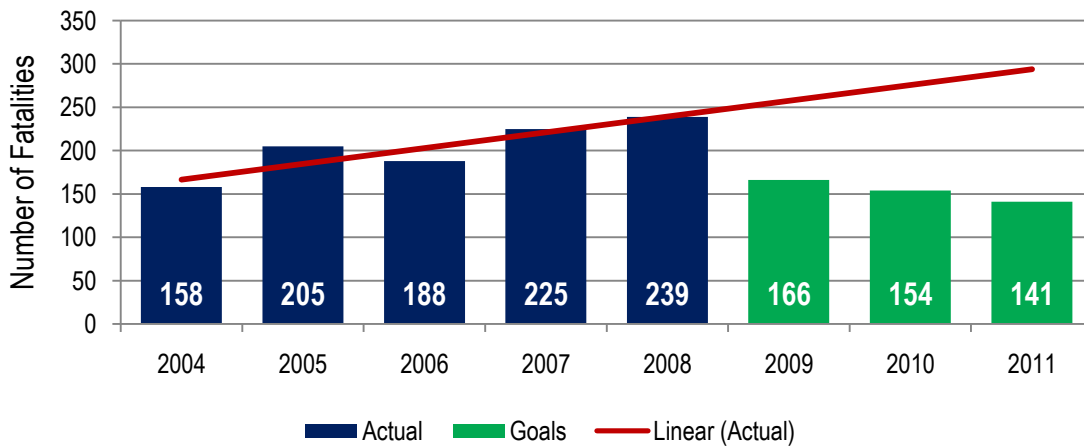
MOTORCYCLE SAFETY

I. OVERVIEW

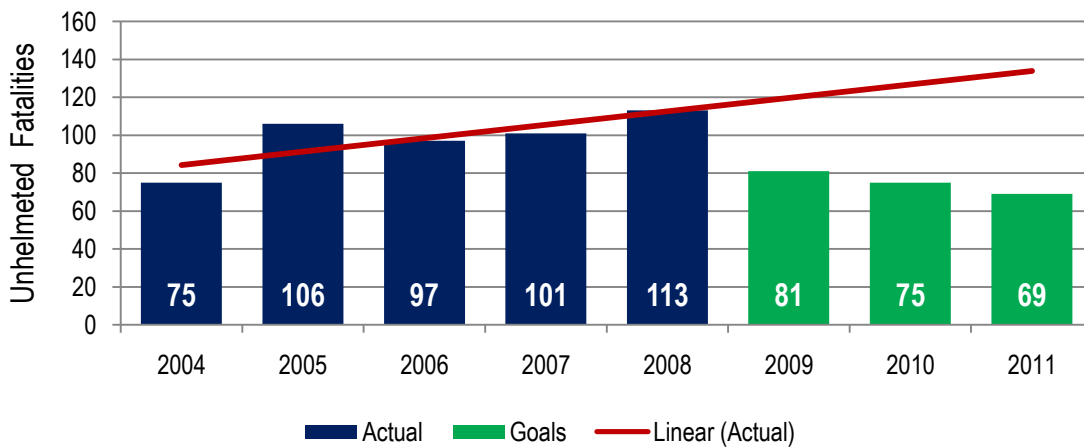
With the increasing rate of new motorcycle registrations and licenses, motorcycle crashes and fatalities in Pennsylvania continue to rise. In 2008, there was an 8.3% increase in motorcycle registrations, a 1.9% increase in motorcycle licenses, a 1.9% increase in crashes, and a 6.2% increase in fatalities from 2007. Based on the historic trends and ever rising fuel costs, it can be assumed that these numbers will continue to increase and make motorcycle safety an even more crucial focus area. In addition, Pennsylvania's motorcycle helmet law was repealed in 2003. Currently motorcyclists in Pennsylvania who are 21 years of age or older with two years riding experience or who have successfully passed the Motorcycle Safety Program have the option to ride helmetless.

II. CORE PERFORMANCE MEASURES

Motorcycle Fatalities (2004-08) and Goals (2009-11)
(FARS Data)



Unhelmeted Motorcycle Fatalities (2004-08) and Goals (2009-11)
(FARS Data)



III. STATE GOALS

Pennsylvania's goal is to reduce motorcycle fatalities to 141 or less by 2011 and reduce un-helmeted motorcycle fatalities to 69 or less by 2011. This represents the pace at which the motorcycle and un-helmeted motorcycle fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 per year.

IV. COUNTERMEASURES

- **Motorcycle Safety (K6-2010-01-00-00)**

- ***Problem Identification:* Over the past three years the majority (60%) of multi-vehicle crashes, involving a motorcycle had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. While motorcycle riders bear the primary responsibility for their own safety, all roadway users must be aware of their surrounding motorists.**
- Section 2010 funding for fiscal year 2010 will be used for public awareness through "share the road/watch for motorcyclists" public service messages on the radio. The radio messages will air state-wide with more focus in Philadelphia, Pittsburgh, Central PA, Wilkes-Barre, Altoona/Johnstown, and Erie. Although it will not require the use of section 2010 funds, PennDOT's Highway Safety Grantees will coordinate the dispersal of at least 15,000 "Watch for Motorcycle" bumper stickers in 2010. These stickers have become very popular across the state and are in high demand.
- ***Problem Identification:* With an increasing number of motorcycles on the roads, there is a natural increase in the number of untrained and unlicensed motorcyclists. The best way for a motorcyclist to learn how to ride is through experience, but the knowledge gained through attending a course with a certified instructor is an invaluable tool in crash avoidance and survivability. According to FARS in 2008, roughly 20% of all motorcycle operators in Pennsylvania involved in a fatal crash were unlicensed or improperly licensed.**
- PennDOT also will use Section 2010 fiscal year 2010 funding for creating a media campaign to promote the free training courses offered state-wide by the Motorcycle Safety Program (MSP). Better awareness of the course will increase course enrollment and eventually result in better trained and more properly licensed Pennsylvania motorcyclists. In 2008, 28,996 motorcyclists received training through the MSP. This represents the largest total in program history.
- ***Problem Identification:* According to FARS in 2008, roughly 30% of all motorcycle operators in Pennsylvania involved in a fatal crash had some level of impairment. Enforcing DUI laws for motorcyclists and educating law enforcement on proper procedure is crucial in reducing this percentage.**
- PennDOT plans to conduct approximately 20 law enforcement trainings focusing on educating officers on DUI and motorcyclists (Not with the use of Section 2010 funds. Our officers are already in possession of tip cards that have both cues for

detecting DUI motorcyclists and common equipment violations that would necessitate making a stop. We distributed these tip cards in FY 2008 and 2009. (Not with the use of Section 210 funds)

SAFETY MEASUREMENTS	OBJECTIVE
Develop a public awareness campaign to communicate with all roadway users about how to safely share the road with motorcyclists.	Provide 36,863,000 media impressions. Media impressions are determined by the number of people that hear the message multiplied by the number of times they hear it.
Coordinate the dispersal of "Watch for Motorcycle" bumper stickers	Distribute 15,000 stickers in FY 2010.
Develop a media campaign to promote the training courses offered by the Motorcycle Safety Program.	Train over 30,000 riders per year every year.
Educate law enforcement on the DUI motorcyclists	Provide 20 trainings statewide in FY 2010.

PLANNING AND ADMINISTRATION

I. OVERVIEW

In addition to receiving federal 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. In some cases, Pennsylvania also qualifies for additional funds based on its seat belt use rate or because of laws, such as the .08% law, that are in effect. In 2008, these funds were awarded out in approximately 106 state and local agreements, and this number is expected to increase for FFY 2010, as the implementation of dotGrants, our electronic grants management system, has made the process of applying for funding more efficient and timely. In order to have a coordinated program and ensure that Pennsylvania is following both Federal and State laws and procedures, a dedicated staff is required.

II. COUNTERMEASURES

- **Planning and Administration Project (PA-2010-01-00-00)**
 - This project will provide the necessary funding for the staffing needs of the Pennsylvania Department of Transportation, to manage these federally funded projects aiding in overall fatality reduction.

SAFETY MEASUREMENTS	OBJECTIVE
Implement Statewide and Local Projects addressing Highway Safety	Issue approximately 100 or more projects to various state and local agencies by September 30, 2009 for FFY2010 beginning October 1, 2009.
Perform site evaluations and fiscal audits of highway safety projects	Perform approximately 100 site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2010.
Prepare Annual Report Submission to NHTSA	Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2009.
Prepare Section 402 Application	Prepare Application for funding to NHTSA and submit no later than September 1, 2010.
Prepare Section 405 Application	Prepare Application for funding to NHTSA and submit no later than February 15, 2010.
Prepare Section 408 Application	Prepare Application for funding to NHTSA and submit no later than June 15, 2010.
Prepare Section 410 Application	Prepare Application for funding to NHTSA and submit no later than August 1, 2010.
Prepare Section 2010 Application	Prepare Application for funding to NHTSA and submit no later than August 1, 2010.
If eligible and meet criteria, prepare Section 2011 Application	Prepare Application for funding to NHTSA and submit no later than July 1, 2010.

CERTIFICATIONS AND ASSURANCES



PennDOT

Personnel
Information
Memorandum

Number: X-03-048
Issue Date: April 25, 2003
Effective Date: Immediately

Subject: <p style="text-align: center;">Drug Free Work Place Act of 1988</p>

Distribution: <p style="text-align: center;">All PENNDOT Employees</p>

References: <p style="text-align: center;">Management Directive 505.25</p>
Attachment: <p style="text-align: center;">Executive Order 1996-13</p>

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

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

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

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

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


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

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

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

Commonwealth of Pennsylvania
GOVERNOR'S OFFICE

EXECUTIVE ORDER

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

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

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

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

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

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

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

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

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;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title

VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

19. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

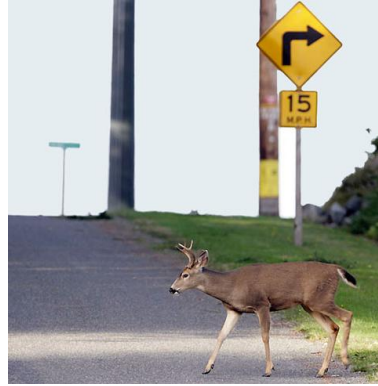
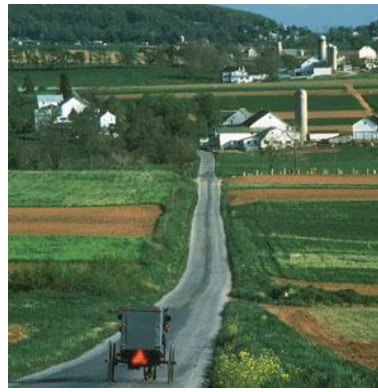
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in 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).

Governor's Representative for Highway Safety

Date

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2010-01-00-00	P&A	\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$.00
	Planning and Administration Total		\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$.00
Alcohol								
	AL-2010-01-00-00	75 Pa. CS 3817 Contract	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	AL-2010-02-00-00	PA DUI Association	\$.00	\$.00	\$.00	\$800,000.00	\$800,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$900,000.00	\$900,000.00	\$.00
Occupant Protection								
	OP-2010-01-00-00	BUPA	\$.00	\$.00	\$.00	\$650,000.00	\$650,000.00	\$650,000.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$650,000.00	\$650,000.00	\$650,000.00
Police Traffic Services								
	PT-2010-01-00-00	PSP 402	\$.00	\$.00	\$.00	\$1,500,000.00	\$1,500,000.00	\$.00
	PT-2010-02-00-00	Roosevelt Blvd.	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	PT-2010-03-00-00	SO 402	\$.00	\$.00	\$.00	\$2,542,000.00	\$2,542,000.00	\$2,542,000.00
	PT-2010-04-00-00	Dept. Ed. ILEE	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$4,442,000.00	\$4,442,000.00	\$2,742,000.00
Community Traffic Safety Project								
	CP-2010-01-00-00	PA SAFE Grants	\$.00	\$.00	\$.00	\$3,400,000.00	\$3,400,000.00	\$3,400,000.00
	CP-2010-02-00-00	TIPP	\$.00	\$.00	\$.00	\$939,000.00	\$939,000.00	\$.00
	CP-2010-03-00-00	PI&E	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	CP-2010-04-00-00	Grant Training	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$4,399,000.00	\$4,399,000.00	\$3,400,000.00
Driver Education								

DE-2010-02-00-00	Mature Driver Taskforce	\$.00	\$.00	\$.00	\$189,000.00	\$189,000.00	\$.00
Driver Education Total		\$.00	\$.00	\$.00	\$189,000.00	\$189,000.00	\$.00
Roadway Safety							
RS-2010-01-00-00	LTAP	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
Roadway Safety Total		\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
NHTSA 402 Total		\$.00	\$.00	\$.00	\$11,430,000.00	\$11,430,000.00	\$6,792,000.00
405 OP SAFETEA-LU							
K2-2010-01-00-00	PSP 405	\$.00	\$.00	\$.00	\$450,000.00	\$450,000.00	\$.00
K2-2010-02-00-00	BUPA	\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$750,000.00
405 Occupant Protection Total		\$.00	\$.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$750,000.00
405 OP SAFETEA-LU Total		\$.00	\$.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$750,000.00
408 Data Program SAFETEA-LU							
K9-2010-01-00-00	Traffic Records	\$.00	\$.00	\$.00	\$2,425,215.00	\$2,425,215.00	\$.00
408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$2,425,215.00	\$2,425,215.00	\$.00
408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$2,425,215.00	\$2,425,215.00	\$.00
410 Alcohol SAFETEA-LU							
K8-2010-01-00-00	PSP 410	\$.00	\$.00	\$.00	\$2,170,000.00	\$2,170,000.00	\$.00
K8-2010-02-00-00	PA DUI Checkpoint Programs	\$.00	\$.00	\$.00	\$5,000,000.00	\$5,000,000.00	\$5,000,000.00
K8-2010-03-00-00	DUI Courts	\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$750,000.00
K8-2010-04-00-00	Blood Alcohol Testing Lab	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$500,000.00
K8-2010-05-00-00	Dept. Ed ILEE	\$.00	\$.00	\$.00	\$800,000.00	\$800,000.00	\$.00
410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$9,220,000.00	\$9,220,000.00	\$6,250,000.00
2010 Motorcycle Safety							
K6-2010-01-00-00	Motorcycle Safety	\$.00	\$.00	\$.00	\$699,000.00	\$699,000.00	\$.00
2010 Motorcycle Incentive Total		\$.00	\$.00	\$.00	\$699,000.00	\$699,000.00	\$.00
2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$699,000.00	\$699,000.00	\$.00
NHTSA Total		\$.00	\$.00	\$.00	\$24,974,215.00	\$24,974,215.00	\$13,792,000.00
Total		\$.00	\$.00	\$.00	\$24,974,215.00	\$24,974,215.00	\$13,792,000.00

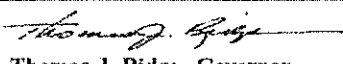


drive safe PA

www.drivesafepa.org

Commonwealth of Pennsylvania
GOVERNOR'S OFFICE

EXECUTIVE ORDER

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

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

WHEREAS, the Commonwealth is concerned with the well-being of its employees and the general public, attainment of agency missions, maintenance of employee 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 employee 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;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title

VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

19. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the



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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

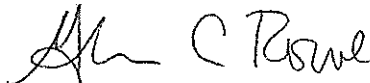
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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).



for Governor's Representative for Highway Safety

8.28.09

Date



Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2010-01-00-00	P&A	\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$.00
	Planning and Administration Total		\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$.00
Alcohol								
	AL-2010-01-00-00	75 Pa. CS 3817 Contract	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	AL-2010-02-00-00	PA DUI Association	\$.00	\$.00	\$.00	\$800,000.00	\$800,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$900,000.00	\$900,000.00	\$.00
Occupant Protection								
	OP-2010-01-00-00	BUPA	\$.00	\$.00	\$.00	\$650,000.00	\$650,000.00	\$650,000.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$650,000.00	\$650,000.00	\$650,000.00
Police Traffic Services								
	PT-2010-01-00-00	PSP 402	\$.00	\$.00	\$.00	\$1,500,000.00	\$1,500,000.00	\$.00
	PT-2010-02-00-00	Roosevelt Blvd.	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	PT-2010-03-00-00	SO 402	\$.00	\$.00	\$.00	\$2,542,000.00	\$2,542,000.00	\$2,542,000.00
	PT-2010-04-00-00	Dept. Ed. ILEE	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$4,442,000.00	\$4,442,000.00	\$2,742,000.00
Community Traffic Safety Project								
	CP-2010-01-00-00	PA SAFE Grants	\$.00	\$.00	\$.00	\$3,400,000.00	\$3,400,000.00	\$3,400,000.00
	CP-2010-02-00-00	TIPP	\$.00	\$.00	\$.00	\$939,000.00	\$939,000.00	\$.00
	CP-2010-03-00-00	PI&E	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	CP-2010-04-00-00	Grant Training	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$4,399,000.00	\$4,399,000.00	\$3,400,000.00
Driver Education								