

**GHSA HSPP Guide for Developing Highway Safety Plans**  
**Attachment D**  
**“HSPP Excerpt – Sample of Program Area/Measures/Targets/Strategies”**

Following is an example of one State’s approach to providing the information required by the federal regulations for describing a program area along with the performance measures, targets and selected strategies in the State’s Performance Plan. The federal regulations provide each State with the flexibility to present the required information using the format which best suits them.

This example is taken (with permission) from the FY2013 Highway Safety Plan produced by the State of Pennsylvania. In order to fully understand the State’s approach, it is recommended that the State’s complete HSP document be reviewed.

Although this example is taken from the FY2013 HSP, note that following each Countermeasure (strategy), a direct reference is made to the publication “Countermeasures That Work” to document the effectiveness of the selected strategies. The federal regulations which apply to the FY2014 HSPP now require that the State include in the plan the process used to select strategies to meet the targets and to document the effectiveness of the selected strategies.

NOTE: Pennsylvania identifies each strategy with a project code number. The funding level and source for each project is then later identified in the State’s HS-217 Cost Summary.

**Excerpt from Pennsylvania FY2013 Highway Safety Plan**  
**IMPAIRED DRIVING**

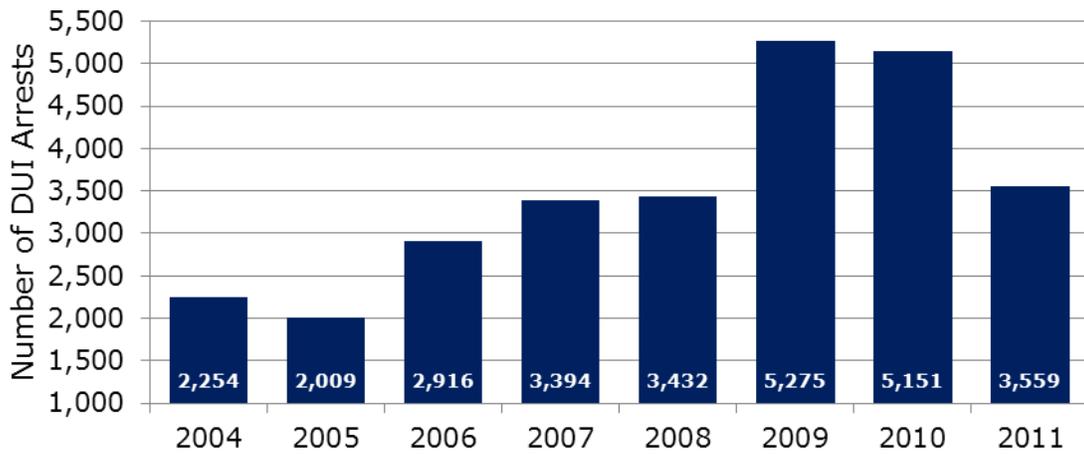
**OVERVIEW**

Reducing the number of alcohol-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth remains a top safety focus area for Pennsylvania. According to the NHTSA Fatality Analysis and Reporting System, in 2010, there were 433 fatalities in crashes involving at least one driver with a BAC of 0.08 or greater. These 433 fatalities accounted for 33% of traffic-related fatalities in 2010. As determined by the PA Crash Records System, the Commonwealth experienced 425 alcohol-related fatalities and almost 3,000 moderate to major injuries as a result of alcohol-related crashes in 2010. Arrests for DUI per 100,000 licensed drivers have increased from the previous five-year average of 647 to 679 in 2011.

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

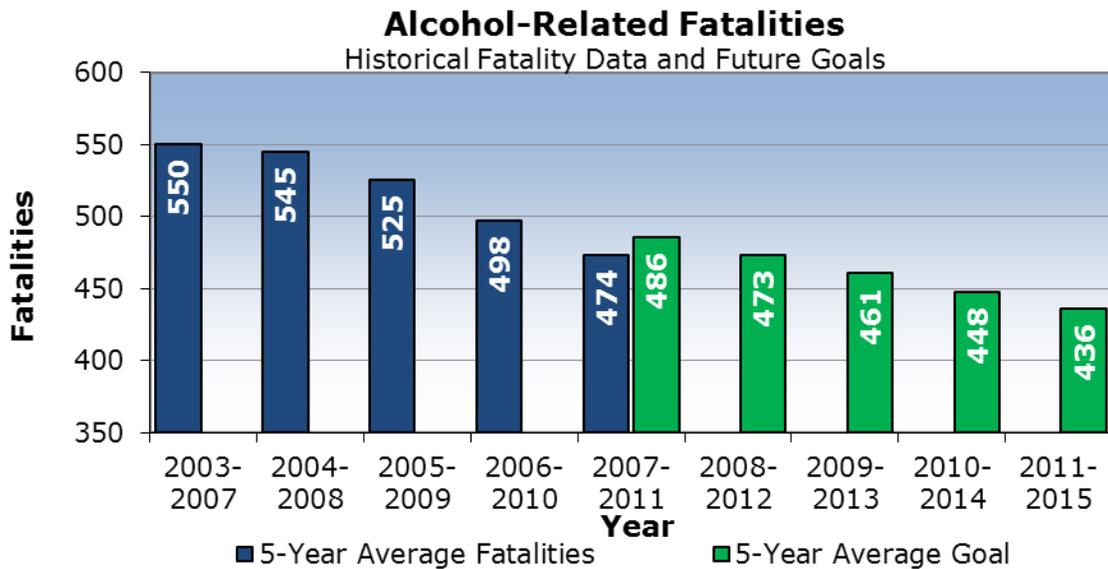
Overview: Addressing impaired driving:

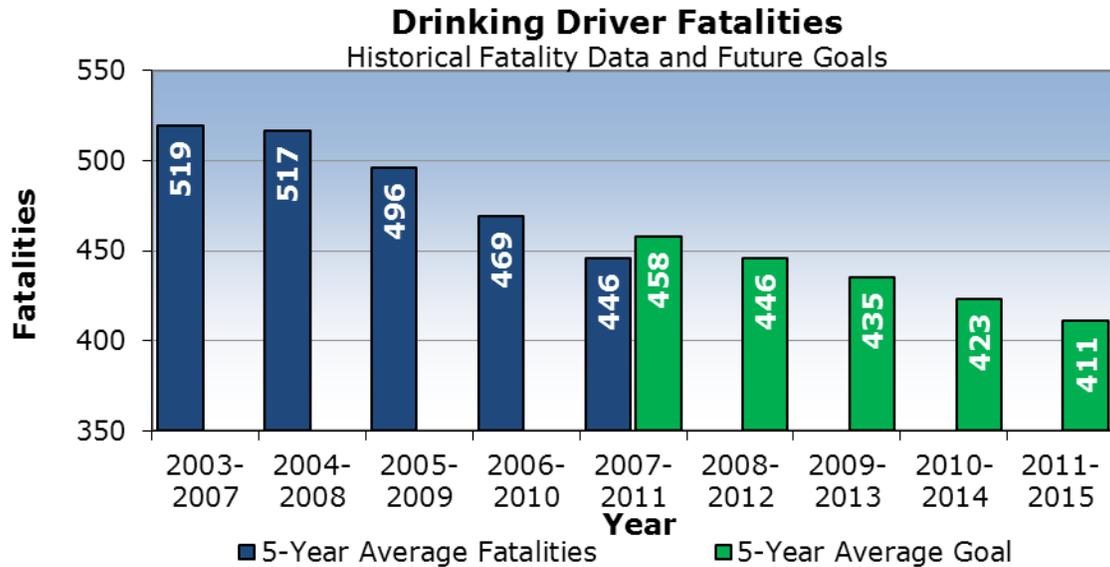
### DUI Arrests from Impaired Driving Enforcement (State Data)



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

## II. CORE PERFORMANCE MEASURES





### III. STATE GOALS (TARGETS)

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

### IV. COUNTERMEASURES (STRATEGIES)

- **PA State Police Impaired Driving Enforcement (Program Area/Project No. K8-2013-01-00-00)**
  - **Problem Identification** – Over the past three years, DUI arrests for drug impairment have increased each year from just over 8,162 in 2007 to more than 13,907 in 2011. In addition to the DUI drug arrests; there have been over 6,500 crashes in the past five years in which at least one of the involved drivers were suspected to be impaired by drugs.
  - The Pennsylvania State Police and their Selective Traffic Enforcement Against Drunk-Driving (STEAD-D) program conduct impaired driving enforcement operations on a sustained basis and coordinating with mobilizations. The Drug Recognition Expert (DRE) program certifies officers each year as experts in drug impairment recognition. The DRE program also includes training on the Advanced Roadside Impaired Driving Enforcement (ARIDE) program.
  - *Standard Field Sobriety Training (SFST)*
    - **Problem Identification:** Impaired driving was a contributing factor in 425 preventable fatalities on Pennsylvania roadways in 2011. With proper training, especially in SFST, officers will be able to legally identify impaired drivers and remove them from the road hopefully before a crash occurs.
    - This task trains state police troopers in SFST to be more apt in detecting drinking drivers, especially heavy drinkers who have developed a tolerance to alcohol. Identifying and removing these intoxicated drivers from the highways will ensure a safer environment for all motorists traveling on the Commonwealth’s highways.
  - (CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 7.1 [NOTE: CTW = Countermeasures That Work])

- **Municipal DUI Enforcement Programs (K8-2013-02-00-00)**

- ***Problem Identification*** – According to state crash data, over the past five years, 2007 to 2011, there has been an average of roughly 5,400 crashes each year involving a driver with a BAC of at least 0.08 or above.

**From 2007 to 2011, 11 of Pennsylvania’s 67 counties represented over 51 percent of all alcohol-related crashes. PennDOT has 21 enforcement grants in those counties.**

**Approximately 1.5 million dollars will be granted for overtime enforcement in these high-crash counties in FY2013.**

- Highly visible and sustained enforcement remains to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. By means of 50 enforcement grants, PennDOT provides funding to over 600 police departments. These participating departments conduct DUI enforcement operations including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations.
- (CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 7.1)

- **DUI Courts (K8-2013-03-00-00)**

- ***Problem Identification*** – According to FARS data, over the past three years there has been over 150 fatal crashes that involved a driver with a prior DUI conviction (within the last three years) on their driver’s record. Last year in Pennsylvania just over 57% percent of the DUI convictions were second or subsequent offenses. These repeat offenders have not responded to general DUI treatment and require a more intensive program if any change in attitude is going to occur.

- In an effort to curb DUI recidivism, PennDOT provides counties with grants for DUI Court. The DUI Court model is similar to the pre-existing Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. Not all repeat offenders have the option to be admitted to the program. In 2012, five DUI Courts will be funded and approximately 200 repeat offenders will be treated. DUI Court grants from PennDOT are renewed for three years and are intended to help a court get started financially until it can become self sufficient.
- (CTW, Chapter 1: Sections 3.1, 3.2, 3.3, 3.4)

- **Institute for Law Enforcement Education (K8-2013-04-00-00 & PT-2013-04-00-00)**

- PennDOT relies heavily on police officers to conduct enforcement strategies focusing on highway safety. As a result, PennDOT provides training in the area of impaired driving enforcement including, standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. PennDOT finances an MOU with the Department of Education which funds the Institute for Law Enforcement Education (ILEE). Each year, more than 4,000 law enforcement personnel receive training under this agreement.
- (CTW, Chapter 1: Sections 2.1, 2.2, 2.3)

- **Pennsylvania DUI Association Technical Services Program (K8-2013-05-00-00)**

- ***Problem Identification*** – PennDOT is mandated by Chapter 67 and Title 75 to manage the Alcohol Highway Safety Program (AHSP) for the Commonwealth. In 2011, Pennsylvania had roughly 50,000 first-time and second-time DUI offenders who required Alcohol Highway Safety School (AHSS). With this great demand, it is vital to have instructors with

