

20210407P

LM 4/7/2021
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RESOLUTION #9-2021

BE IT RESOLVED, by authority of the Board of
(Name of governing body)
Commissioners of the Dauphin
(Name of Municipality)
Dauphin County, and it is hereby resolved by authority
of the same, that the Chairman of the Board of said Municipality,
(designate official title)
Authority be authorized and directed to sign the attached grant on its
behalf.

ATTEST

[Signature]
(Signature and designation
of official title)
Chad Saylor, Chief Clerk
Print or type above name and
title

Dauphin County
(Name of Municipality)
By: [Signature]
(Signature and designation
of official title)
Jeff Haste, Chairman
Print or type above name and
title

(SEAL)

I, Chad Saylor, Chief Clerk
(Name) (Official title)
of the Dauphin County, do hereby certify that
(Name of governing body or municipality)

the foregoing is a true and correct copy of the Resolution adopted at
a regular meeting of the Dauphin County Board of Commissioners,
(Name of governing body)

held the 7 day of April, 2021.

DATE: April 7, 2021

[Signature] Chief Clerk
(Signature and designation
of official title)
Chad Saylor, Chief Clerk
Print or type above name/title

PROJECT DIRECTOR AUTHORIZATION

PROJECT NUMBER: PTS-2021-Dauphin-00056
GRANTEE: Dauphin County
COUNTY: Dauphin
TITLE OF GRANT: Dauphin County Police Traffic Services

*PROJECT DIRECTOR:

NAME: Todd A. Johnson
TITLE: Detective Sergeant
ADDRESS: Dauphin County Criminal Investigation Division
2 South Second Street, 3rd Floor
Harrisburg, PA 17108
TELEPHONE: 717-780-6200
FAX: 717-255-1375
EMAIL ADDRESS: TJohnson2@dauphinc.org

*The Project Director designated must be a governmental employee actively involved in the management and administration of the project.

APPROVED BY:

DATE: 4/7/2021

SIGNATURE: 
Authorizing Official

Print or type name: Jeff Haste, DCC

If a change in Project Director or Authorizing Official occurs, please call (717) 787-6853 or send written notification to:

Bureau of Highway Safety and Traffic Engineering
Safety Management Division
Commonwealth Keystone Building - 6th Floor, 400 North Street
P.O. Box 2047
Harrisburg, PA 17105-2047

Cover Page

Applicant Agency DAUPHIN COUNTY (22000)

Application Type

If, Other

Project Title Dauphin County Police Traffic Services

Sponsoring Grant Agency (if applicable) N/A

Person who prepared this application Catharine Kilgore

SAP Payee 000

Please describe the project or task force in general and the success or results or previous grants. Provide information on the population and demographics of the area involved in the project, etc.

Also explain partnerships within the task force or project (i.e., working with PSP and other local departments.) In addition, provide information on the training experiences and needs in SFST and PennDOT checkpoint training.

Dauphin County, Pennsylvania is home to more than 270,000 people. The population is ethnically diverse in both the City of Harrisburg and the surrounding suburban areas. The majority of Dauphin County is suburban with significant rural areas, primarily north of Peters Mountain to the borders with Schuylkill and Northumberland Counties. The county seat is Harrisburg, also the state capital, which is the largest city in Dauphin County.

The City of Harrisburg and surrounding suburban townships and boroughs represent the urban area of Dauphin County and thereby the largest concentration of population. Harrisburg is home to 50,000 people. This is an ethnically diverse community, including African American, Latino or those individuals whose first language is Spanish and other residents from a variety of cultural and ethnic backgrounds.

During the 2019-20 grant period, we conducted 9 Roving Patrols and 3 DUI Checkpoints in the City of Harrisburg and surrounding townships. We anticipate a similar number in 2021-2022. We have partnered with the Pennsylvania State Police Troop H in a targeted enforcement project. The Dauphin County DUI Task Force or/and PA Fish & Boat

ProjectDescription continued

Commission will assist the PSP in sobriety checkpoints.

The program has continued to be very well received by the community and the Police agencies involved.

At least 8 police agencies have assigned personnel to the PTS project operations. We will ask for anywhere from 4 to 18 officers per operation, depending upon the type and location of the operation. We also have personnel from the Dauphin County Sheriff and Probation and Parole Departments.

We pay the Sheriff Deputies overtime and require that those deputies assigned be graduates of the Act 120 program. We do not subsidize the overtime for the Probation and Parole Officers. However, this proposal will include a request for funding for 2 Probation Officers to be assigned to the details. The Chief Probation and Parole Officer has agreed to participate this year on an official basis which will require funding.

Beginning in May, 2013, all DUI suspects and defendants from other criminal cases, were processed at the Dauphin County Judicial Center, adjacent to the Dauphin County Prison. Further, as a result of a local court ruling regarding the accuracy of breath testing equipment currently in use, the Dauphin County District Attorney has instructed all police agencies in the county, to include the State Police, to request blood testing. As such, all blood tests are performed on site.

Our program has been highly successful over the years. Initially encompassing the entire County, in recent years, we have focused our efforts on the City of Harrisburg and surrounding suburban municipalities. We assist the smaller police departments at their request.

Historically, Dauphin County has processed or is capable of processing over 1,800 DUI offenders per calendar year. Of those, an estimated 15% to 20% are as a direct result of our targeted enforcement. The officers participating are

ProjectDescription continued

highly motivated even when we are not subsidizing overtime and make multiple arrests for DUI. In over 20 years of operation, we have had only one suppression hearing, which we won. PennDot has often cited us as an example of a well run, efficient program that produces results.

With this grant we will continue the deterrent effect of Sobriety Checkpoints in the county by increasing the perception of a risk of detection and apprehension through both checkpoints and roving patrols.'

Problem Identification

Please describe the highway safety problems in the communities or areas under the project jurisdiction. Reveal the problem through examples of PennDOT supplied crash data as well as local crash and enforcement data. It is important to identify roadways with a high number of crashes and incidents.

Back in 2009, PSP Troop H was cited with the highest number of DUI arrests in the commonwealth. Since that time, Dauphin County ranked 10th in the commonwealth in 2014 for the highest number of DUI & Drug-related crashes. Counties with higher rates are more than twice the size of Dauphin County based on population/size. The network of roadways creates a unique dynamic for the safety of our citizens which continues to be addressed through DUI Checkpoints and Roving Patrols.

From 2016-2020, there were 636 Drinking Driver crashes reported in Dauphin County, 300 of which involved a fatality or injury. 301 Additional drugged driving crashes occurred, 167 of which involved a fatality or injury.

The expertise of multiple officers trained in DUI and Drugged Driving techniques is critical to continued quality enforcement of sober driving in Dauphin County.

Despite aggressive enforcement efforts by the municipal and state police, Dauphin County continues to experience alcohol related traffic fatalities. The City of Harrisburg continues to be a draw for the 18

ProblemIdentification continued

to 35 age demographic for entertainment, to include excessive drinking at the night clubs on 2nd Street in Harrisburg. A club at 19th and Berryhill Streets has been the site of numerous alcohol related problems to include underage drinking and even one drug or alcohol related homicide.

The surrounding Capital Region Beltway are high speed, limited access highways that are frequent sites of alcohol related crashes. These roadways and bridges at Market Street, Forester Street, I-81 and I-83 are feeder routes into the city. Front Street, SR 3009 and Cameron Street, SR 230, SR 322, and SR 22 are also high traffic and potentially high speed roadways. These are bordered by highly populated residential areas.

The Susquehanna River is a popular recreational area for boating and other water activities. We have found that those activities also include excessive drinking with those individuals driving under the influence after a day on the river. Alcohol abuse coupled with the inherent physical effects of boating and other recreational water activities exacerbates the problem of impaired driving.

Other venues, such as the Harrisburg Senators Baseball Club and the bars and restaurants on the west shore of the Susquehanna River in neighboring Cumberland County also contribute to a high incidence of alcohol consumption and consequent impaired driving. With the close proximity of these venues to the City of Harrisburg and immediate suburban communities, the issue of impaired driving is greatly enhanced. We have found that drug induced impaired driving, whether from prescription medications or illegal drugs, has shown to be a growing problem in impaired driving.

Within Dauphin County we have multiple state and interstate highways in addition to the numerous state and private roadways. From 2016-2020 Dauphin County had 749 instances of aggressive driving, 380 of which resulted in an injury or fatality. Regarding speeding related crashes during the same period, 1,827 crashes are reported, 845 of which resulted in an injury or fatality.

ProblemIdentification continued

Fully half of the crashes from 2016-2020 (415 out of 802) involved an occupant protection issue (person unbelted), and all of the pedestrian safety crashes in this time period resulted in injury or death (286 instances).

PennDOT crash data clearly shows the problem Dauphin County has with crashes involving a fatality or injury due to aggressive driving. With all the above factors, our need for funding to detect, apprehend, prosecute and prevent impaired driving is as important as ever.

PROGRAM GOALS

Please provide the goal(s) of the project as well as the program objectives. The goal(s) should be a general end result for the project. Some examples of program goals are: "reduce impaired driving crashes", "increase seat belt usage", or "decrease aggressive driving crashes". Objectives measure the success of the program. They are specific targets that are measurable and attainable in a given period of time. Some examples of program objectives are: "to increase contacts by 10%", "to reduce impaired driving related crashes by 8%", or "to increase the seat belt rate 4%".

Safety Focus Area:

Goal(s) and Objective(s) for this Safety Focus Area

The Dauphin County Traffic Safety Grant Program intends on using grant funds, dispersed to participating agencies, to conduct various methods of traffic enforcement details which have been known to increase compliance with seat belt and child safety seat use. These traffic enforcement methods include, but are not limited to, Traffic Enforcement Zones (TEZ), 4x4 or Seat Belt minicade checkpoints and Observation of Slow Moving Traffic patrols.

The Dauphin County Traffic Safety Grant Program will work in a cooperative effort with the participating police agencies, PTS Grant representatives and safety officers to bring media attention to our efforts to increase seat belt and child safety seat use. This will be accomplished by utilizing available Social Media platforms, including but not limited to Crimewatch, as well as contacts within the local traditional media field.

Dauphin County will work to combine active, highly visible police enforcement with public awareness initiatives using all available media outlets. This combination will serve to notify vehicle drivers in Pennsylvania of the increased likelihood that driving unbelted or having children in unsafe or inappropriate child safety seats could result in costly fines. This will hopefully result in drivers voluntarily complying with the law, thereby increasing voluntary compliance with seat belt and child safety seat use in Dauphin County.

Description continued

Dauphin County will be focused on increasing police officer contacts with drivers using the aforementioned initiatives and educating those drivers contacted during enforcement events on safe driving as well as regular and proper seat belt use. Officers will also work to educate drivers contacted on the proper use of child safety seats and other restraint systems.

Dauphin County's goal is to increase the percentage of proper seat belt and child safety seat use to 90% during the grant period.

PROGRAM GOALS

Please provide the goal(s) of the project as well as the program objectives. The goal(s) should be a general end result for the project. Some examples of program goals are: "reduce impaired driving crashes", "increase seat belt usage", or "decrease aggressive driving crashes". Objectives measure the success of the program. They are specific targets that are measurable and attainable in a given period of time. Some examples of program objectives are: "to increase contacts by 10%", "to reduce impaired driving related crashes by 8%", or "to increase the seat belt rate 4%".

Safety Focus Area:

Goal(s) and Objective(s) for this Safety Focus Area

The Dauphin County Traffic Safety Grant Program intends on using grant funds, dispersed to participating agencies, to conduct various methods of traffic enforcement details which have been known to increase safety along Commonwealth highways. These traffic enforcement methods include, but are not limited to, Traffic Enforcement Zones (TEZ), Observation of Pedestrian Crossing Area patrols.

The Dauphin County Traffic Safety Grant Program will work in a cooperative effort with the participating police agencies, PTS Grant representatives and safety officers to bring media attention to our efforts to increase pedestrian safety. This will be accomplished by utilizing available Social Media platforms as well as contacts within the local traditional media field.

Dauphin County will work to combine active, highly visible police enforcement with public awareness initiatives using all available media outlets. This combination will serve to notify vehicle drivers in Pennsylvania of the increased likelihood that inattentiveness to pedestrians and pedestrian related laws could result in costly fines. This will hopefully result in drivers increased awareness of pedestrian crossing areas and pedestrian related laws, thereby increasing pedestrian safety in Dauphin County. Dauphin County's goal is to increase contacts by 5% during the grant period.

PROGRAM GOALS

Please provide the goal(s) of the project as well as the program objectives. The goal(s) should be a general end result for the project. Some examples of program goals are: "reduce impaired driving crashes", "increase seat belt usage", or "decrease aggressive driving crashes". Objectives measure the success of the program. They are specific targets that are measurable and attainable in a given period of time. Some examples of program objectives are: "to increase contacts by 10%", "to reduce impaired driving related crashes by 8%", or "to increase the seat belt rate 4%".

Safety Focus Area:

Goal(s) and Objective(s) for this Safety Focus Area

Decreasing aggressive driving or other crashes and fatalities resulting from excessive speed and impaired driving, reduce drug impaired driving by 10% is achievable with continued enforcement and notice to the public of planned checkpoints and roving patrols. In addition to all of the above, we will strive to attain 100% seat belt compliance for all motorists contacted by officers working on this project.

Dauphin County intends on using grant funds, dispersed to participating agencies, to conduct various methods of traffic enforcement details which have been known to reduce aggressive driving. These traffic enforcement methods include, but are not limited to, Speed Enforcement Details using PA approved speed timing devices, roving patrol specifically targeting drivers who violate one or more of the enumerated Aggressive Driving violations.

Dauphin County Traffic Safety Grant Program will work in a cooperative effort with the participating police agencies, PTS Grant representatives and safety officers to bring media attention to our efforts to reduce Aggressive Driving. This will be accomplished by utilizing available Social Media platforms, including but not limited to our Crimewatch platform, as well as contacts within the local traditional media field.

Dauphin County goal is to combine active, highly visible police

Description continued

enforcement with public awareness initiatives using all available media outlets. This combination will serve to notify vehicle drivers in Pennsylvania of the increased likelihood that driving aggressively will result in fines and penalties. This will hopefully result in drivers voluntarily complying with the law, thereby reducing Aggressive Driving in Dauphin County. The goal for this identified problem is to reduce aggressive driving crashes by 10% or more during the grant period.

PROGRAM GOALS

Please provide the goal(s) of the project as well as the program objectives. The goal(s) should be a general end result for the project. Some examples of program goals are: "reduce impaired driving crashes", "increase seat belt usage", or "decrease aggressive driving crashes". Objectives measure the success of the program. They are specific targets that are measurable and attainable in a given period of time. Some examples of program objectives are: "to increase contacts by 10%", "to reduce impaired driving related crashes by 8%", or "to increase the seat belt rate 4%".

Safety Focus Area:

Goal(s) and Objective(s) for this Safety Focus Area

Overall, the goal of this project is to reduce the incidence of impaired driving by at least 15%. We have had some success in making reductions in those charged, most recently in 2020, but some of this could be attributed to COVID-19 and lockdowns. For 2021-2022, rates of drugged driving will be monitored.

Dauphin County will conduct 4 checkpoints (based on available funding) per year as well as at least 5 roving patrol details per year to ensure safer roadways. What we have seen in recent years is an increased arrest rate, and this is being monitored closely. Additionally, checkpoint policies and procedures will be reviewed and updated. Type of notification to the public regarding the planned enforcement activities will also be captured and included in the program reports. Officers trained in SFST and ARIDE will also be quantified as well as the number of officers participating in checkpoint details.

Enforcement Mobilizations

Please indicate participation in the enforcement mobilizations listed below. Provide the number of enforcement operations by category for each mobilization and sustained enforcement.

Mobilization	DUI Sobriety Checkpoints		DUI Roving Patrols		DUI Mobile Awareness		DUI Cops in Shops		AD Traffic Enforcement Zones		AD Roving Patrols		OP Traffic Enforcement Zones		OP Roving Patrols		Pedestrian Safety Details	
	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2	Yr1	Yr2
Halloween Impaired Driving	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Aggressive Driving Wave Fall	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1
Fall Click It or Ticket	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0
Holiday Season Impaired Driving	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Super Bowl Impaired Driving	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	1	1
St. Patrick's Day Impaired Driving	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Aggressive Driving Wave Spring	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0
Spring Click it or Ticket	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0
Fourth of July Impaired Driving	1	1	1	1	0	0	0	0	1	1	1	1	0	0	1	1	1	1
Aggressive Driving Wave Summer	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1
Labor Day Impaired Driving	1	1	1	1	0	0	0	0	1	1	1	1	0	0	1	1	0	0
Other Sustained Enforcement	0	0	1	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1
Total Operations	3	3	7	7	0	0	0	0	5	5	10	10	6	6	11	11	5	5

Budget Narrative

Use this section to provide any necessary explanations of the proposed budget (i.e., if there are multiple coordinators or equipment needs.)

With prior increases of personnel costs due to complement of manpower needed to operate and arrange grant related activities we will maintain overall OT budget based on \$70.00/hour for enforcement officers and \$80 per hour for the Project Director as well funding for a coordinator to assist with grant management at \$22.74/hour in overtime. Actual rates billed to the grant will be averaged when the report is submitted. Data will be available to show the exact amounts requested by each department. All the officers from agencies participating are subject to union contracts. In 2012, the Capital Area Forensic Team donated a 1990 Ford ambulance.

That vehicle had originally been donated to Dauphin County by the Pennsylvania Air National Guard. The 2013-2014 grant enabled the truck to be painted and appropriately marked as a Police Vehicle. We are now able to store equipment and use the vehicle as a command post for the operations and perform blood or breath testing when required. As such, funds are requested for vehicle maintenance. We request funding for the following participants in the operations:

Dispatchers at the Dauphin County Emergency Management Agency and 2

Narrative continued

Probation Officers at the same rate as the police overtime rate, \$70.00/hour. As with the police, this is an estimated rate with those personnel billing at a lower or higher rate depending on their salary. Additionally, the District Attorney has instructed all police agencies to conduct blood testing only as a result of a local court decision concerning the accuracy of breath testing equipment. As such, the use of a phlebotomist will be required for this project.

Dauphin County EMA has been an important partner in this project. With the increased radio traffic resulting from our checkpoints, the agency has dedicated operators to our details. Probation and Parole Officers have always participated in this project. To date, we have not subsidized their overtime salaries.

Also required is funding for the Annual DUI Association Conference and the Annual Sobriety Checkpoint Conference. This includes funds for lodging, registration fees and for subsistence in the travel budget.

There will be no indirect costs or employee benefits cost associated with this proposal.

Aggressive Driving Salaries and Benefits

Position / Title	Coordinator	
Name	Todd Johnson	
	Year 1	Year 2
Hours	40	40
Rate	\$80.00	\$80.00
Total	\$3,200.00	\$3,200.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Coordination, record statistics and processes reimbursement for aggressive driving enforcement and aggressive driving roving patrols.

2020-2021 - 5 AD TEZ & 10 Roving Patrols = \$3,200

2021-2022 - 5 AD TEZ & 10 Roving Patrols = \$3,200

Aggressive Driving Salaries and Benefits**Position / Title** Co-coordinator**Name** Jordyn Cryder

	Year 1	Year 2
Hours	50	50
Rate	\$22.74	\$22.74
Total	\$1,137.00	\$1,137.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Coordination, record statistics and processes reimbursement for aggressive driving enforcement and aggressive driving roving patrols!

2020-2021 - 5 AD TEZ & 10 Roving Patrols = \$1,137

2021-2022 - 5 AD TEZ & 10 Roving Patrols = \$1,137

DUI Salaries and Benefits

Position / Title Coordinator

Name Todd Johnson

	Year 1	Year 2
Hours	35	35
Rate	\$80.00	\$80.00
Total	\$2,800.00	\$2,800.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Co-coordinate DUI Checkpoints and DUI Roving Patrols & Recording of Statistics/processing of paperwork.

2020-2021 - 3 DUI Checkpoints & 7 DUI Roving Patrols = \$2,800

2021-2022 - 3 DUI Checkpoints & 7 DUI Roving Patrols = \$2,800

DUI Salaries and Benefits

Position / Title Co-coordinator

Name Jordyn Cryder

	Year 1	Year 2
Hours	50	50
Rate	\$22.74	\$22.74
Total	\$1,137.00	\$1,137.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Co-coordinate DUI Checkpoints and DUI Roving Patrols & Recording of Statistics/processing of paperwork.

2020-2021 - 3 DUI Checkpoints & 7 DUI Roving Patrols = \$1,137

2021-2022 - 3 DUI Checkpoints & 7 DUI Roving Patrols = \$1,137

DUI Salaries and Benefits

Position / Title Dispatcher

Name Various

	Year 1	Year 2
Hours	40	40
Rate	\$65.00	\$65.00
Total	\$2,600.00	\$2,600.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

The above represents the overtime reimbursement request for the dispatcher. No fringe benefits are associated with this proposal.

DUI Salaries and Benefits

Position / Title Phlebotomist

Name Various

	Year 1	Year 2
Hours	40	40
Rate	\$41.00	\$41.00
Total	\$1,640.00	\$1,640.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

The phlebotomist is an employee of PrimeCare Medical, a contracted service provider with Dauphin County. Staff is on-site at the Judicial Center (Central Booking), and at full-scale DUI Sobriety Checkpoints at least one is available to conduct the blood draws.

Occupant Protection Salaries and Benefits

Position / Title	Coordinator	
Name	Todd Johnson	
	Year 1	Year 2
Hours	16	16
Rate	\$80.00	\$80.00
Total	\$1,280.00	\$1,280.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Coordinates and records statistics for OP Enforcement and OP Roving Patrols.

2020-2021 - 6 OP TEZ & 11 OP Roving Patrols = \$1,280

2021-2022 - 6 OP TEZ & 11 OP Roving Patrols = \$1,280

Occupant Protection Salaries and Benefits

Position / Title	Co-coordinator	
Name	Jordyn Cryder	
	Year 1	Year 2
Hours	50	50
Rate	\$22.74	\$22.74
Total	\$1,137.00	\$1,137.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Co-Coordinates and records statistics for OP Enforcement and OP Roving Patrols.

2020-2021 - 6 OP TEZ & 11 OP Roving Patrols = \$1,137

2021-2022 - 6 OP TEZ & 11 OP Roving Patrols = \$1,137

Pedestrians Salaries and Benefits

Position / Title Coordinator

Name Todd Johnson

	Year 1	Year 2
Hours	10	10
Rate	\$80.00	\$80.00
Total	\$800.00	\$800.00
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Coordinates and records statistics and processes reimbursement for pedestrian safety details.

2020-2021 - 5 Pedestrian Safety Details = \$800

2021-2022 - 5 Pedestrian Safety Details = \$800

Pedestrians Salaries and Benefits

Position / Title Co-coordinator

Name Jordyn Cryder

	Year 1	Year 2
Hours	30	30
Rate	\$22.74	\$22.74
Total	\$682.20	\$682.20
Fringe Amount	\$0	\$0
Fringe Rate	0 %	0 %

Job Description

Co-Coordinates and records statistics and processes reimbursement for pedestrian safety details.

2020-2021 - 5 Pedestrian Safety Details = \$1,137

2021-2022 - 5 Pedestrian Safety Details = \$1,137

TRAVEL

	Year 1	Year 2
Amount	\$2,700.00	\$2,700.00

Description /Justification

This request will represent reimbursement to Dauphin County for subsistence during the attendance at the annual DUI Association conference and the annual Highway Safety Conference. \$400 per year for a total of \$800 during the 2-year project period.

In This request will represent reimbursement to Dauphin County for lodging at the annual DUI Association Conference and the annual Highway Safety Conference. \$800 per year for a total of \$1,600 during the 2-year project period.

Mileage for the conference(s) as calculated at the 2021 GSA rate of \$0.56 cents per mile. \$500 per year, and \$1,000 for the 2-year project period.

Conference Fee - This will be budgeted at \$1,000 per year, and \$2,000 per the 2-year project period.

Total allocation of travel/training per year:

Lodging: \$800

Conference: \$1,000

Mileage: \$500

Subsistence: \$400

CONTRACTUAL SERVICES

	Year 1	Year 2	
Amount	\$0	\$0	\$0

Description / Justification

N/A

EQUIPMENT

	Year 1	Year 2
Amount	\$750.00	\$750.00

Description / Justification

This request will represent reimbursement to Dauphin County for the maintenance of the of the DUI Truck. This will include annual state inspection, oil, and lube service and miscellaneous maintenance costs associated with this vehicle.

GOODS AND SERVICES

	Year 1	Year 2
Amount	\$0	\$0

Description / Justification

N/A

INDIRECT COST

	Year 1	Year 2
Amount	\$0	\$0

Description / Justification

N/A

Aggressive Driving Overtime Enforcement

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
AD Roving Patrols	10	10

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

We have at least 10 departments who will take part in aggressive driving details. These will be at least 5 hours in duration. The average OT rate for Law Enforcement is \$70 and we anticipate 10 officers in each event. We will have at least 10 of these events.

2020-2021 - 10 Roving x 10 officers x 5 hours x \$70 Avg. OT Rate = \$35,000

2021-2022 - 10 Roving x 10 officers x 5 hours x \$70 Avg. OT Rate = \$35,000

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
AD Traffic Enforcement Zones	5	5

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

We have at least 10 departments who will take part in aggressive driving enforcement zones. These will be at least 6 hours in duration. The average OT rate for Law Enforcement is \$70 and we anticipate 10 officers in each event. We will have at least 5 of these events.

2020-2021 - 5 AD TEZ x 10 officers x 6 hours x \$70 Avg. OT Rate = \$21,000

2021-2022 - 5 AD TEZ x 10 officers x 6 hours x \$70 Avg. OT Rate = \$21,000

Total enforcement operation budget per grant year

	Year 1	Year 2
Total Enforcement Budget	\$56,000.00	\$56,000.0

3/23/2021

DUI Overtime Enforcement

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
DUI Sobriety Checkpoints	3	3

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

Average hourly OT rate is \$70.00 among the departments typically involved in the checkpoints. Each checkpoint lasts approximately 5 hours. We anticipate 17 officers to be involved in each enforcement. At least 3 will be conducted.

2020-2021 - 3 Checkpoints x 5 hour duration x 17 officers x \$70 Avg. OT Rate = \$17,850

2021-2022 - 3 Checkpoints x 5 hour duration x 17 officers x \$70 Avg. OT Rate = \$17,850

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
DUI Roving Patrols	7	7

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

Average hourly rate is \$70.00 among the departments typically involved in the roving patrols. These patrols last approximately 6 hours. We anticipate 17 officers to be involved in each enforcement activity.

2020-2021 - 7 Roving Patrols x 6 hour duration x 17 officers x \$70 Avg. OT Rate = \$49,980

2021-2022 - 7 Roving Patrols x 6 hour duration x 17 officers x \$70 Avg. OT Rate = \$49,980

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
DUI Mobile Awareness	0	0

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

N/A

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
DUI Cops in Shops	0	0

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

N/A

	Year 1	Year 2
Total Enforcement Budget	\$67,830.00	\$67,830.0

3/23/2021

Occupant Protection Overtime Enforcement

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
OP Roving Patrols	11	11

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

We will plan 11 roving patrols with several departments and officers participating. The average OT rate for law enforcement is \$70.

2020-2021 - 11 Roving patrols x 9 Officers x 5 hours x \$70 Avg. OT = \$34,650

2021-2022 - 11 Roving patrols x 9 Officers x 5 hours x \$70 Avg. OT = \$34,650

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
OP Traffic Enforcement Zones	6	6

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

We will plan 6 Enforcement Zone events with several departments and officers participating. The average OT rate for law enforcement is \$70.

2020-2021 - 6 OP TEZ x 7 Officers x 5 hours x \$70 Avg. OT = \$14,700

2021-2022 - 6 OP TEZ x 7 Officers x 5 hours x \$70 Avg. OT = \$

Total enforcement budget per grant year

	Year 1	Year 2
Total Enforcement Budget	\$49,350.0	\$49,350.0

3/23/2021

Pedestrians Overtime Enforcement

Total number of enforcement events per grant year by operation type

	Year 1 Events	Year 2 Events
Pedestrian Safety details	5	5

Total enforcement budget per grant year

	Year 1	Year 2
Total Enforcement budget	\$9,100.00	\$9,100.00

Provide description of enforcement operations, average hourly rate, average number of officers per event, average duration of events and any other supporting information.

We will have at least 3 departments participate in these events, but in particular work from Harrisburg City will be sought (based on pedestrian safety crash data).

The average OT rate for LE is \$70.

2020-2021 - 5 Details x 4 Officers x 3.25 hour duration x \$70 Avg. OT = \$9,100

Budget Summary

Budget	BOMO Share Yr 1	BOMO Share Yr 2	Total BOMO Share
1. AD Salaries and Wages	\$4,337.00	\$4,337.00	\$8,674.00
2. DUI Salaries and Wages	\$8,177.00	\$8,177.00	\$16,354.00
3. OP Salaries and Wages	\$2,417.00	\$2,417.00	\$4,834.00
4. PED Salaries and Wages	\$1,482.20	\$1,482.20	\$2,964.40
5. Employee Benefits	\$0	\$0	\$0
6. Travel	\$2,700.00	\$2,700.00	\$5,400.00
7. Contractual Services	\$0	\$0	\$0
8. Equipment	\$750.00	\$750.00	\$1,500.00
9. Good and Services	\$0	\$0	\$0
10. Indirect Cost	\$0	\$0	\$0
11. AD Overtime Enforcement	\$56,000.00	\$56,000.00	\$112,000.00
12. DUI Overtime Enforcement	\$67,830.00	\$67,830.00	\$135,660.00
13. OP Overtime Enforcement	\$49,350.00	\$49,350.00	\$98,700.00
14. PED Overtime Enforcement	\$9,100.00	\$9,100.00	\$18,200.00
Total Project Cost	\$202,143.20	\$202,143.20	\$404,286.40