

September 2019

# **Highway Safety Plan FY 2020 Pennsylvania**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: **Yes**
- S. 405(e) Distracted Driving: **No**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **Yes**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **No**

## Highway safety planning process

### Data Sources and Processes

#### TIMELINE AND PLANNING PROCESS

The Highway Safety Traffic and Operations Division (HSTOD) conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Figure 1.1 and Table 1.1 depict the annual planning cycle.

To identify the state's overall highway safety problems, HSTOD analyzes a variety of data using sources including but not limited to Pennsylvania's Crash Reporting System, arrest and citation data reported through the state's e-grants system, the PA Department of Health's database, and others.

**Figure 1.1 Overview of HSP Planning Process**



**Table 1.1 Annual Safety Planning Calendar**

Month	Activities
October	Solicit final reports and claims for grants ending September 30th. Program staff begins work on FFY 2019 Annual Report. The first meeting of the annual Spring Traffic Safety Grantee Workshop planning committee is held.
November	Conduct first meeting of Safety Advisory Committee (SAC) to begin planning FFY 2021 Highway Safety Plan. Final reimbursement claims for FFY 2019 are processed. Coordinate participation in the Thanksgiving Click It or Ticket (CIOT) mobilization.
December	Finalize FFY 2019 Annual Report. Conduct second meeting of the SAC. Coordinate participation in the Holiday Impaired Driving mobilization.
January	Conduct final SAC meeting to establish FFY 2021 program area countermeasures and budgets. Program staff begins FFY 2020 project monitoring visits.

February and March	Submit FFY 2021 program budget to PennDOT Program Management Committee for executive approval. Coordinate CIOT Teen mobilization and St. Patrick's Day Impaired Driving mobilization. Begin Aggressive Driving Enforcement Wave 1. Conduct Spring Traffic Safety Grantee Workshop. Develop plan for participation in the National CIOT mobilization.
April to June	Solicit applicants for FFY 2021 local grant opportunities and begin preparation of FFY 2021 Highway Safety Plan (HSP) and 405 certifications. Coordinate Highway Safety Grant Agreements for FFY 2021 state projects approved by the SAC. Conduct activities for National Distracted Driving Awareness Month.
May and June	Finalize FFY 2021 HSP and 405 certifications after soliciting internal and NHTSA Regional Office comments. Participate in the National CIOT mobilization and coordinate activities for Motorcycle Awareness, Global Youth Traffic Safety, and National Bicycle Safety Months. Develop plan for participation in the National Impaired Driving Crackdown.
July	Submit final HSP and 405 certifications to NHTSA. Begin Aggressive Driving Enforcement Wave 2. Coordinate activities for Child Passenger Safety Week.
August and September	Complete selection and subsequent negotiations of FFY 2021 local grants. Complete processing of FFY 2021 local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to FFY 2020 grantees. Review and approve changes to multi-year agreements (as applicable).

### **Strategic Partners and Stakeholders**

The Safety Advisory Committee (SAC) members provide input on safety program areas and effective countermeasures to help achieve HSTOD's vision and mission. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in Pennsylvania. They also approve funding levels for broader state and local safety programs which satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. 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 FHWA Highway Safety Improvement Program and also in accordance with PennDOT Publication 638 (District Safety Manual).

The SAC consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the State's overall Highway Safety Program based upon the targets and priorities established in the SHSP. The PMC has final approval on all budget changes.

To implement the highway safety plan, the SAC divides state and Federal money among state-level and local grant funds. Beginning in FFY 2019, the SAC has approved multi-year program budgets to enable grant agreement periods covering both FFY 2019 and 2020. These multi-year agreements will reduce agreement processing time, administrative costs, and support long-term planning by subgrantees. The SAC will continue to review and approve each federal fiscal year period budget to allow opportunities for adjustments based on new data and other information. Subgrantees working under multi-year agreements are required to annually assess work plans and budgets to adapt plans as necessary.

## **COUNTERMEASURE AND STRATEGY SELECTION PROCESS**

The statewide safety partners work to achieve Pennsylvania's safety targets through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. Each program area depicts state crash data to provide justification for including the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Pennsylvania.

Countermeasures are activities that will be implemented in the next year by the HSO and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Pennsylvania, and are appropriate given the data in the problem identification and the resources available. Each countermeasure (project/program) contains a description of the activity, who will implement it and where it will be implemented, the funding code and whether funding will be state, Federal, or a combination. The specific metrics that will be used to evaluate the activities at the end of the fiscal year and to adjust the program as needed for the next year. Citations to the NHTSA publication "Countermeasures that Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2018" are included with the countermeasure descriptions (CTW, Chapter: Sections).

## **COORDINATION WITH SHSP**

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030.

Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal is to reduce the current number of fatalities and serious injuries by two percent per year

(120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase.

HSTOD staff has been an active partner in the SHSP process since the development of the plan in 2006 and are members of the SHSP Steering Committee. The 2017 SHSP was developed, with HSTOD actively participating in the process, to maintain and build on the momentum achieved by the state's previous strategic plans, which involved outlining both existing and new strategies, as well as the selection of 16 key emphasis areas that have the greatest potential to reduce highway fatalities and suspected serious injuries.

The behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

1. Reducing Impaired Driving
2. Increasing Seat Belt Usage
3. Infrastructure Improvements
4. Reducing Speeding & Aggressive Driving
5. Reducing Distracted Driving
6. Mature Driver Safety
7. Motorcycle Safety
8. Young & Inexperienced Driver Safety
9. Enhancing Safety on Local Roads
10. Improving Pedestrian Safety
11. Improving Traffic Records Data
12. Commercial Vehicle Safety
13. Improving Emergency/Incident Influence Time
14. Improving Bicycle Safety
15. Enhancing Safety in Work Zones
16. Reducing Vehicle-Train Crashes

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. The current SHSP document was published online in March 2017 and can be found at: <http://www.penndot.gov/safety>.

### Processes Participants

In addition to the Safety Advisory Committee members, Pennsylvania has a variety of state and local safety partners who participate in the planning process:

### **State Safety Partners**

#### **Pennsylvania State Police**

Pennsylvania State Police (PSP) has just over 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates, turnpike, and provides full-time police service for just over half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent just over 20 percent of the State population. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 80 child safety seat fitting stations year-round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

#### **Department of Health**

The Pennsylvania Department of Health's mission has been adapted over time to meet the needs of all citizens in the Commonwealth. But, one thing has not changed -- the commitment, dedication and professionalism of Department of Health staff to provide top-quality programs and services that benefit the health, safety and well-being of all Pennsylvanians.

The PA Department of Transportation has a similar message that aligns closely with that of the Department of Health. Both these agencies are working to reduce injuries and fatalities. Over the past few years these two groups have been working on identifying areas to combine efforts and utilize each other's resources. This partnership has produced new outreach efforts along with expanded messaging and new networking opportunities. These two organizations will continue to identify and expand on cross-messaging and programming.

#### **Department of Education Institute for Law Enforcement Education**

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in this Highway Safety Plan. A large number of strategies contained in this plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order

to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The SHSO plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

### **Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project**

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A multi-year contract was awarded to Pennsylvania TIPP and was fully executed on October 1, 2014. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21.

Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities, and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

### **Local Safety Partners**

The Highway Safety Office has created 12 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, State-related universities and the Pennsylvania State System of Higher Education (PASSHE) universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding mini-grants for implementation of that program. The Community Traffic Safety Project grant funds the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. Grants are awarded competitively or through formulae based on applicable crash data.

### **Community Traffic Safety Projects**

The Community Traffic Safety Program consists of projects which compliment high-visibility enforcement efforts, address local safety problems beyond the effective reach of the state highway safety office, and form a link between state and local government. General tasks include:

1. Targeting programming towards local highway safety issues as identified by data review;
2. Coordination of educational programs for various audiences;
3. Utilization of materials/program/projects which are appropriate and effective;



4. Education of the public concerning Pennsylvania's motor vehicle laws;
5. Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
6. Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate standard messages to the public.

### **Local Police**

About half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, and DUI. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

### **County Courts**

County courts participate in the DUI Court program, which is aimed at reducing DUI recidivism. The support of the courts during enforcement efforts is crucial in reinforcing the penalties for unsafe driver behavior.

## **Description of Highway Safety Problems**

In 2018 statewide traffic deaths increased to 1,190 from the record low of 1,137 in 2017. Last year was the third-lowest number of highway fatalities recorded and overall fatalities continue to trend downward. While the overall number of highway deaths increased last year, decreases were noted in single vehicle run-off-the-road crashes, crashes involving motorcyclists, and heavy truck crashes. Fatalities in single vehicle run-off-the-road crashes dropped from 506 in 2017 to 478 in 2018. Motorcyclist fatalities also decreased from 185 in 2017 to 164 last year. There were 136 fatalities in 2018 crashes involving heavy trucks compared to 155 in 2017.

In addition to the year-to-year decline, longer-term trends also continue to decrease. For example, compared to 2014, there were five fewer total traffic deaths, 37 fewer deaths in crashes involving impaired drivers, and 56 fewer fatalities in single vehicle run-off-the-road crashes.

A safety focus area of perpetual concern in PA is pedestrian safety. Although the fatalities have fluctuated over the last 5 years, 2018 shows a 36.7 percent increase from 2017. In FY 2018, the Highway Safety Office funded 5 pedestrian safety projects across Pennsylvania. The HSO will continue to promote the pedestrian funding opportunities to local projects as the state qualifies.

As impaired driving is always an issue, we are seeing a continual rise in drugged driving crashes in Pennsylvania. The 5-year average for 2017 for drugged driver crashes is over 2,800. This is a 34% increase from the 5-year average in 2013. As reported by the PA police departments through our e-grants system in 2018, the Impaired Driving Projects (IDP) and Police Traffic Service (PTS) projects, together, arrested approximately 580 drugged drivers. This is nearly 12

percent increase in DUI-Drug arrests from 2017. In addition to the funding used for high visibility enforcement, Pennsylvania issues funding to the PA DUI Association and the Pennsylvania State Police to hold DRE schools across the state to certify more officers and provide more complete statewide coverage.

Speeding-related fatalities have declined 14.5 percent since 2014 but, for the years 2014 through 2018, still account for over 40 percent of all fatalities.

According to the Centers for Disease Control and Prevention (CDC), motor vehicle crashes are the leading cause of death for U.S. teens. Six teens ages 16 to 19 die every day from motor vehicle injuries. According to the 2017 High School Youth Risk Behavior Survey for Pennsylvania, 37.4 percent of the young drivers that were surveyed texted or emailed while driving a car or other vehicle at least 1 day during the 30 days prior to the survey. Distracted driving is a serious concern among all age groups in Pennsylvania as there were almost 15,000 crashes in the 5-year average for 2017 attributed to distracted driving. Pennsylvania will continue to address distracted driving and teen driver safety through the Community Traffic Safety Projects (CTSP). For the FFY 2019 - 2020 grant period, the Indiana University of Pennsylvania (IUP) will be heading a project to provide our CTSP's with updated curriculum to deliver to the Pennsylvania secondary schools. IUP is highly qualified for this project as they are the sole institute of higher education in Pennsylvania that teaches driver's education. The Institute of Rural Health and Safety at IUP will be updating the curriculum that is delivered to our schools to incorporate safe driving skills and address the distractions that plague today's young drivers. The approach of targeting a young, captive audience holds the promise of changing future behavior.

*\*2018 FARS data is unavailable*

## Methods for Project Selection

As noted earlier, the PennDOT Safety Advisory Committee develops and submits for approval funding levels for broader state and local behavioral safety programs for the pending federal fiscal year period(s). Upon successful approval of the funding package by the PennDOT Program Management Committee (PMC), the Pennsylvania Highway Safety Office (PA HSO) initiates one of two steps for each approved program:

**State Agency Programs** - These programs are assigned to appropriate state agencies during the Safety Advisory Committee process. Once approved by PMC, the PA HSO can immediately begin directly working with the assigned state agency to develop a Highway Safety Grant Agreement for the identified budget period.

**Other Programs** - These programs fall into one of two categories, allocation-based or competitive-based grants. Both types are required to use PennDOT's e-grants management system, dotGrants (<https://www.dotgrants.penndot.gov/dotGrants>). Summary information about these program opportunities can be found on PennDOT's Safety Grants webpage (<http://www.penndot.gov/TravelInPA/Safety/Pages/Safety-Grants.aspx>). More specific grant

application information including, a description of the program, program requirements, eligibility and qualifications, and guidance on administering the funds is available to interested parties upon request.

1. Allocation-Based - Grant programs designed to fund common activities across the Commonwealth as part of the state's highway safety program utilize allocation formulas based on reportable crashes to establish participating subrecipients and associated project budgets. These activities include traffic safety enforcement and educational outreach tasks. The eligible applicants are restricted to county or municipal governments.
2. Competitive - Grant programs designed to fund unique activities across the Commonwealth that could be performed by multiple types of potential subrecipients. Examples of competitive grants are JOL, TSRP, and DUI Courts.

All grant applications are reviewed by PA HSO staff using a standard process covering the: Problem Statement, Alignment to Strategic Focus Area and NHTSA goals, Program Activities, Measurement of Results/Evaluation/Effectiveness, Past Performance, Agency/Personnel Qualifications, and Proposed Budget. Successful applications are determined by how well the applicant's proposal addresses problem identification, program targets, and project evaluation. Applicant agency qualifications and the proposed project budget also are considered in scoring applications. Unsuccessful applicants are provided the opportunity for a debriefing by the Department. The discussion is limited to a critique of the submitted proposal. The feedback is designed to help the applicant strengthen future submissions.

Successful applicants move into negotiations with the HSO staff. Negotiations include requested changes to project scopes, measurements, and budgets. Upon completion of negotiations, proposals are routed through the dotGrants grant approval workflow, consisting of review and electronic approval by HSTOD, Office of Chief Counsel, Office of the Comptroller, and Department of Treasury personnel. Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT reflecting state and Federal rules and regulations. Project directors are required to submit quarterly reports 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 also are requested for identified projects. The DUI Enforcement projects are required to submit enforcement activity reports of the operations.

### List of Information and Data Sources

3. 2017 Pennsylvania Crash Facts & Statistics book  
(<https://www.crashinfo.penndot.gov/PCIT/welcome.html>)
4. Pennsylvania Crash Data Analysis Retrieval Tool (CDART)

5. Pennsylvania's e-grant reporting system - dotGrants (<https://dotgrants.penndot.gov/dotGrants>)
6. National Highway Traffic Safety Administration (<https://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx>)
7. Centers for Disease Control and Prevention (<https://nccd.cdc.gov/youthonline/App/Default.aspx>)
8. Administrative Office of Pennsylvania Courts (AOPC)
9. PennDOT Driver Licensing Database
10. Pennsylvania State Police Quarterly Reports

## Description of Outcomes

In addition to the description of the HSP coordination with the SHSP described earlier in this plan, including the establishment of the three shared performance targets, there are additional outcomes from this collaborative effort:

11. Developing common and consistent targets, including the methods for establishing targets, in support of a comprehensive approach towards meeting collective goals.
12. A statewide Safety Symposium was hosted on September 28th, 2016, in Harrisburg, PA, where panels of legislators, safety experts, researchers, and others shared their accomplishments and discussed some of the most pressing transportation safety matters in our state. This symposium was a major component of a multi-agency effort to revise the Pennsylvania Strategic Highway Safety Plan, which informs the Pennsylvania Highway Safety Plan.
13. Many of the actionable items and strategies identified in the PA SHSP serve to guide and inform countermeasure selection for the PA HSP, ensuring a linkage between the documents in addition to the common performance measures.
14. The PennDOT Multi Agency Safety Team (MAST) is a group of state-agency level safety stakeholders who meet regularly to coordinate and monitor the implementation of the PA SHSP. This group reviews the actionable items, strategies, and performance measure targets established in the PA SHSP and HSP. They coordinate collaborative efforts among agencies in support of these plans, including:
  1. The court monitoring project coordinated by the PA Department of Drug and Alcohol Programs.
  2. The child passenger safety programs collaboration between PennDOT and the PA Department of Health, who manage the statewide Safe Kids program.

3. Standardized communications messages among PA State Police, PennDOT, and the PA Turnpike Commission.
4. Working with the PA Department of Education to identify and correct deficiencies in young and novice driver education programs.

## Performance report

### Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Drug Impaired Driver Crashes	In Progress
13	Completeness	In Progress
13	Accuracy	In Progress

13	Timeliness	In Progress
13	Complete a NHTSA EMS Assessment	In Progress
13	Complete Projects to Enhance Driver Education in Pennsylvania	In Progress
13	Distracted Driving Fatalities	In Progress

**Performance Measure: C-1) Number of traffic fatalities (FARS)**

Progress: **In Progress**

**Program-Area-Level Report**

The 2019 target included in the FFY 2019 HSP for this measure was 1,146.3 (2015-2019). Currently available crash data indicates we are expected to not meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 1,178.6 (2015-2019).

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: **In Progress**

**Program-Area-Level Report**

The 2019 target included in the FFY 2019 HSP for this measure was 3,971.2 (2015-2019). Currently available crash data indicates we are expected to not meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 4,123.4 (2015-2019).

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

Progress: **In Progress**

**Program-Area-Level Report**

The 2019 target included in the FFY 2019 HSP for this measure was 1.121 (2015-2019). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly downward to 1.159 (2015-2019).

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: **In Progress**

**Program-Area-Level Report**

The 2019 target included in the FFY 2019 HSP for this measure was 359.4 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established

target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 360.2 (2015-2019).

#### Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 268.8 (2015-2019). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly downward to 242.9 (2015-2019).

#### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 460.2 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 462.8 (2015-2019).

#### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 173.2 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 175.5 (2015-2019).

#### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 84.8 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 88.1 (2015-2019).

#### Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 108.6 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established



target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 113.7 (2015-2019).

#### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 156 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 166 (2015-2019).

#### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 17 (2015-2019). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly upward to 18.2 (2015-2019).

#### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 86% (2019). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2019 target for the FFY 2019 HSP the projected 2019 data point has been adjusted slightly upward to 88.70% (2019).

#### Performance Measure: Drug Impaired Driver Crashes

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 3,039 (2015-2019). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2020 target for the FFY 2020 HSP the projected 2019 data point has been adjusted slightly downward to 3010.8 (2015-2019).

#### Performance Measure: Completeness

Progress: **In Progress**

##### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 0.7. Currently available missing values reports indicate we're on track to meet this previously established target and can expect further reductions in FFY 2020, as shown in the 2020 target of 0.65 for this measure.

### Performance Measure: Accuracy

Progress: **In Progress**

#### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 0.4. Currently available invalid values reports indicate we're on track to meet this previously established target and can expect further reductions in FFY 2020, as shown in the 2020 target of 0.23 for this measure.

### Performance Measure: Timeliness

Progress: **In Progress**

#### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 9.1. Currently available timeliness reports (average days to process a crash report) indicate we're not on track to meet this previously established target and can expect an increase in FFY 2020, as shown in the 2020 target of 10 for this measure. The primary reason for the increase is an adjustment to a new submission method as part of acclimating to the 2018 data standard. We expect the this increase to be reversed moving forward as we continue to eliminate paper crash reporting.

### Performance Measure: Complete a NHTSA EMS Assessment

Progress: **In Progress**

#### Program-Area-Level Report

This project began in FFY 2019 and is expected to be completed in FFY 2020.

### Performance Measure: Complete Projects to Enhance Driver Education in Pennsylvania

Progress: **In Progress**

#### Program-Area-Level Report

This project began in FFY 2019 and is expected to be completed during FFY 2020.

### Performance Measure: Distracted Driving Fatalities

Progress: **In Progress**

#### Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for this measure was 63. Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line using final 2018 data the projected 2019 data point has been adjusted slightly upward to 64.3.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	1,171.9
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	4,400.3
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.148
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	340.6
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	211.8
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	436.2
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	171.0
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	85.6
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	102.2
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	168.8
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	18.8
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	89.9%
13	Drug Impaired Driver Crashes	5 Year	2016	2020	3198.6
14	Completeness	Annual	2020	2020	0.65
15	Accuracy	Annual	2020	2020	0.23
16	Timeliness	Annual	2020	2020	10
17	Complete a NHTSA EMS Assessment	Annual	2020	2020	1.00

18	Complete Projects to Enhance Driver Education in Pennsylvania	Annual	2020	2020	2.00
19	Distracted Driving Fatalities	5 Year	2016	2020	65.2

### Performance Measure: C-1) Number of traffic fatalities (FARS)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	1,171.9	5 Year	2016

#### Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2016 - 2020. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. For the FFY 2020 target, an adjustment has been made to utilize a one percent reduction rather than a two percent, as a one percent reduction better aligns with the observed trend over the past five years.

### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	4,400.3	5 Year	2016

#### Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national

effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2016 - 2020. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. For the FFY 2020 target, an adjustment has been made to utilize a one percent reduction rather than a two percent, as a one percent reduction better aligns with the observed trend over the past five years.

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.148	5 Year	2016

**Performance Target Justification**

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2016 - 2020. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. For the FFY 2020 target, an adjustment has been made to utilize a one percent reduction rather than a two percent, as a one percent reduction better aligns with the observed trend over the past five years.

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	340.6	5 Year	2016
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#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	211.8	5 Year	2016

#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	436.2	5 Year	2016

#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	171.0	5 Year	2016

#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	85.6	5 Year	2016

#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	102.2	5 Year	2016

#### Performance Target Justification

The trend analysis suggests reduction in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	168.8	5 Year	2016

#### Performance Target Justification

The trend analysis suggests an increase in this category in 2020. As such, the 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	18.8	5 Year	2016

#### Performance Target Justification

The trend analysis suggests an increase in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	89.9%	Annual	2020

#### Performance Target Justification

The trend analysis suggests an increase in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2014 to 2018.

#### Performance Measure: Drug Impaired Driver Crashes

##### Performance Target details



Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Drug Impaired Driver Crashes-2020	Numeric	3198.6	5 Year	2016

#### Performance Target Justification

The trend analysis suggests an increase in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line from 2014 to 2018.

#### Performance Measure: Completeness

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness-2020	Numeric	0.65	Annual	2020

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

#### Performance Target Justification

The target value for 2020 is 0.65. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and moving more police agencies to electronic submissions which allows for pre-submittal editing. Over the past few years, the numbers are more a representation of a shift in input methods than an actual improvement or regression in Completeness or Accuracy.

#### Performance Measure: Accuracy

##### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Accuracy-2020	Numeric	0.23	Annual	2020

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

#### Performance Target Justification

The target value for 2020 is 0.23. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and

moving more police agencies to electronic submissions which allows for pre-submittal editing. Over the past few years, the numbers are more a representation of a shift in input methods than an actual improvement or regression in Completeness or Accuracy.

**Performance Measure: Timeliness**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Timeliness-2020	Numeric	10	Annual	2020

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

**Performance Target Justification**

The target value for 2020 is 10. The timeliness objective is to decrease the average processing time from crash event to entry in the crash database by encouraging police chiefs to submit the crash forms more quickly and move our remaining paper-submitting police agency to electronic submission. We expect to see improvements as the City of Philadelphia completes its migration from paper reporting to electronic reporting. Additionally, over the course of the last 18 months PennDOT crash staff complement was nowhere near 100%. We expect to be fully staffed by the end of 2019. This should improve the timeliness of the crash data as we should be able to lessen the backlog of cases that need manual processing.

**Performance Measure: Complete a NHTSA EMS Assessment**

**Performance Target details**

**Performance Target Justification**

This target reflects an administrative function to complete a NHTSA EMS Assessment during FFY 2020.

**Performance Measure: Complete Projects to Enhance Driver Education in Pennsylvania**

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Complete Projects to Enhance Driver Education in Pennsylvania-2020	Numeric	2.00	Annual	2020

### Performance Target Justification

This target reflects an administrative function to complete two projects in support of enhancing driver education in Pennsylvania.

### Performance Measure: Distracted Driving Fatalities

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Fatalities-2020	Numeric	65.2	5 Year	2016

### Performance Target Justification

The trend analysis suggests increase in this category in 2020. The 5-year average target proposed for this measure is based on the linear trend line from 2014 to 2018.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify: **Yes**

#### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: **18,094**

Fiscal Year A-1: **2018**

#### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: **11,944**

Fiscal Year A-2: **2018**

#### **A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: **170,944**

Fiscal Year A-3: **2018**

## Program areas

### Program Area: Communications (Media)

#### Description of Highway Safety Problems

PennDOT's Central Press Office and regional Safety Press Officers manage media for the highway safety program. All press releases promoting enforcement activities, law enforcement trainings, and community events are approved by the central press office. The office is also responsible for PSA recordings, interview opportunities, and press conferences. Communications staff tracks earned media activities, outreach meetings, and issues a statewide report. The Press Office maintains multiple Twitter accounts (@PennDOTNews, @SecRichards, and several regional 511PA accounts), a PennDOT Facebook page, an Instagram account, and a YouTube channel that includes many safety and media buy videos. A Safety Communications Plan for FY 2020 will be created to aid grantees and partners in establishing earned media plans throughout the fiscal year.

PennDOT will be using state funds for paid advertising in Fiscal Year 2020. Paid media campaigns are coordinated and implemented by Press Office staff, who ensure that each campaign has a consistent "brand identity" in all messaging. State media buys complement corresponding federal media buys occurring during the same timeframe. All designs, slogans, and media budgets must be approved by the Governor's Press Office before proceeding. The media campaign is statewide, but with heavier concentrations in high crash counties.

Paid media will be purchased for the following events:

1. St. Patrick's Day 2020 and Independence Day 2020 DUI Enforcement Crackdowns
  1. The campaigns will consist of digital advertising, radio messaging, and point of purchase signage. Males age 21 to 34 will be the primary demographic. This demographic has been identified through the Court Reporting Network (CRN) data as the largest contributor to the DUI crash problem.
2. National Distracted Driving Awareness Month, April 2020
  1. Digital and radio advertising will focus on Pennsylvania's no-texting-while-driving law. Males age 21 to 34 are the target demographic for this messaging. The campaign will run in conjunction with other National Distracted Driving Awareness Month activities.
3. Click it or Ticket National Enforcement Mobilization, May 2020
  1. The campaign will consist of digital messages, on-line ads, and gas/convenience store advertising. Males 21 to 34, nighttime drivers, and pickup truck drivers are the target demographic. This demographic has been identified as least likely to wear a seatbelt.

#### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	340.6
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	211.8
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	436.2
2020	Distracted Driving Fatalities	2020	5 Year	65.2

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Communication Campaign (Media)

### Countermeasure Strategy: Communication Campaign (Media)

Program Area: **Communications (Media)**

#### Project Safety Impacts

Communications and media campaigns are a standard part of every State's efforts to improve traffic safety. Campaign themes generally follow national and state traffic safety planning calendars, addressing general Public Information and Education for Prevention, Deterrence through Enforcement, and other strategic messages based on many factors. Campaigns vary enormously in quality, size, duration, funding, and every other way imaginable. The most effective campaigns target specific audiences using applicable messages and delivery methods. Communications and media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

As most campaigns are not evaluated, assessing the return on investment is challenging. Existing evaluations of mass media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high visibility enforcement.

#### Linkage Between Program Area

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-back on national media buys and/or target specific periods of time and geographic locations based crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

## Rationale

This countermeasure was selected to support and promote the Commonwealth's traffic safety communications outreach efforts in conjunction with enforcement and general outreach campaigns designated on NHTSA and Pennsylvania communications calendars. Considering NHTSA estimates over 90 percent of crashes involve driver behavior as the critical reason for the crash, utilizing standard and strategic messaging as part of a comprehensive highway safety program provides the greatest opportunities to meet establish performance measures.

The level of funding allocated to this countermeasure reflects the projected costs to conduct a stakeholder's focus group and satisfy general printed materials demand.

Evidence of Effectiveness:

CTW - Ch. 1: Section 5.2; Ch. 2: Sections 3.1, 3.2, 6.1, 6.2; Ch. 3: Section 4.1; Ch. 4: Sections 2.1, 2.2; Ch. 5: Sections 2.2, 4.1, 4.2; Ch. 6: Section 3.1; Ch. 7: Sections 1.1, 1.2; Ch. 8: Section 3.1; Ch. 9: Sections 3.2, 4.2

HSP Guidelines No. 8, I A, II B

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-03	Public Information & Education

### Planned Activity: Public Information & Education

Planned activity number: **CP-2020-03**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The PennDOT Graphic Services Center and Commonwealth Media are used to produce materials for use in the highway safety program. Brochures and other free educational pieces address safety focus areas and other safety issues. The publications are available for download, and in some cases, are printed for distribution. An outside contractor can be used for professionally done videos and other materials.

NHTSA has indicated for years that 94% of crashes involve some type of human factor. We have observed similar trends here in Pennsylvania. Several of the federal and state supported outreach opportunities to combat these dangerous driving habits have existed for many years, yet we are still seeing crashes related to these factors. This has caused us to pause and ask the question as to whether or not we are using the right messages in our outreach. In limited attempts to answer this question we have asked teens and other safety stakeholders their opinion about this. Their answers validated our concern and has been reinforced by our annual data. To address this, we are establishing a project to have a focus group look at our existing messaging as well as provide input into what type of messaging leads to behavioral change. The hope is that

this information will help us revise our state messaging and assist the various national efforts that are being undertaken in this area.

Additionally, PennDOT provides support for the Pennsylvania Yellow Dot Program (<http://www.yellowdot.pa.gov>). This program was created to assist citizens in the “golden hour” of emergency care following a traffic accident when they may not be able to communicate their needs themselves. Placing a Yellow Dot in your vehicle’s rear window alerts first responders to check your glove compartment for vital information to ensure you receive the medical attention you need.

**Intended Subrecipients**

The Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Communication Campaign (Media)

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$12,402.08	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$37,597.92	\$0.00	\$0.00

## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

The Community Traffic Safety Program provides a necessary link between the Pennsylvania Highway Safety Office and local communities. Pennsylvania's large size, population, and local diversity make it difficult to administer a centralized program. PennDOT establishes Community Traffic Safety Projects (CTSP) under this program area to provide coverage to all 67 Pennsylvania counties. The CTSPs have some defined tasks, like participation in NHTSA national safety campaigns, but other parts of their annual program are planned and organized by them based on local needs. The CTSPs are required to conduct education and outreach activities that address all of the Safety Focus Areas based on local data and need (including speeding, aggressive driving, occupant protection, motorcycle safety, mature driver safety, younger drivers, and pedestrian and bicycle safety).

Projects must address critical safety needs through analysis of crash data as the principle basis for program selection. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the targets, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data; license, registration, and conviction data; and other data from various sources. Data included in agreements will identify safety problems and support the subsequent development of targets and activities. Broad program area targets must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Beginning in FFY 2019, the PA Highway Safety Office (HSO) began utilizing a new allocation formula that includes Class C Licensed Drivers in the calculation. The new formula, continuing to utilize 5-year averages of county-specific data, is weighted 75% Class C Licensed Drivers and 25% Reportable Crashes. This formula adjustment reduces the influence of annual trend deviations in crash data to promote stability, long-term planning, and reduce financial penalties for successful programs. Additionally, the HSO began limiting primary sponsorship of FFY 2019 and beyond CTSP grants to county governments only. This change ensures adequate and consistent documentation of consent by counties for usage of allocated safety funds, which is a federal requirement.

Most costs under this program cover personnel where program budgets often reflect the longevity and experience of individuals working under the projects. Projects with senior staff near the end of a local government pay scale often skew the awarded grant budget beyond the amount determined by the allocation formula. If a project has new employees, the awarded grant budget may be less than the allocation formula amount to reflect starting salaries for local governments and to provide time for project growth. Over time, these deviations from the allocation formula amounts are eliminated through personnel turnover and the maturation of new employees. Budgets are finalized through negotiations with leadership from the sponsoring agency and Highway Safety Office Program Managers.

### Associated Performance Measures



<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1,171.9

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Educational and Outreach Programs (CTSP)
Highway Safety Office Program Management

### Countermeasure Strategy: Educational and Outreach Programs (CTSP)

Program Area: **Community Traffic Safety Program**

#### Project Safety Impacts

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

#### Linkage Between Program Area

Educational and outreach programs provide a necessary compliment to traffic safety enforcement activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets.

#### Rationale

This countermeasure was selected to support and promote the Commonwealth's traffic safety communications outreach efforts in conjunction with enforcement and general outreach campaigns designated on NHTSA and Pennsylvania communications calendars. Pennsylvania's large size, population, and local diversity make it difficult to administer a centralized program. Establishing education and outreach programs across the Commonwealth provides the State Highway Safety Office with the appropriate level of support to link statewide and localized program planning.

The level of funding allocated to this countermeasure reflects the projected costs necessary to maintain 18 Community Traffic Safety Projects across the Commonwealth.

Evidence of Effectiveness:

CTW, Chapter 1: Section 6.5; Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1; Chapter 3: Section 4.1; Chapter 4: Sections 2.1, 2.2, 3.1, 3.2; Chapter 5: Sections 4.1, 4.2; Chapter 6: Sections 2.1, 2.2, 3.1; Chapter 7: Sections 1.1, 1.2; Chapter 8: Sections 2.1, 2.3, 3.1; Chapter 9: Sections 1.3, 1.4, 2.2, 3.2, 4.2

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP-20-06	GHSA Support Services
CP-2020-01	Community Traffic Safety Projects
CP-2020-07	Judicial Education Relating to Highway Safety Strategies

**Planned Activity: GHSA Support Services**

Planned activity number: **CP-20-06**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The National Highway Traffic Safety Administration (NHTSA) recommends states develop and implement a comprehensive communications program that supports each state's priority policies and programs, which should be clearly defined using the most current data and developed with stakeholder consensus. This communications program should be year-long; using a mix of paid, earned and social media to convey highway safety information and educational content to the press, key constituency groups and the public; evaluated to gauge impact; and retooled as necessary. Federal highway safety grant funds may be used to cover the cost of these advertising and public relations activities in accordance with 2 CFR Section 200.4212.

Law Enforcement Liaisons (LEL) serves as vital links and conduits between a State Highway Safety Office (SHSO) and the law enforcement community. While a LEL's duties may vary from state to state, they are vital for rallying local, county and state law enforcement agencies to participate in data-driven, targeted and aggressive high visibility enforcement (HVE) campaigns that address the state's most critical highway safety problems. A LEL may also be tasked with helping the SHSO promote grant opportunities; monitor and/or evaluate the success of local law enforcement grants; deliver and/or schedule and promote training opportunities; and disseminate law enforcement-related resources and tools developed by NHTSA, the Governors Highway Safety Association (GHSA) and other organizations.

The Pennsylvania Bureau of Maintenance and Operation (PennDOT), which houses the state highway safety offices, has requested the assistance of the Governors Highway Safety Association (GHSA) Consulting Services Initiative (CSI):

**TASK 1 - COMMUNICATIONS AUDIT (December 1, 2018 - June 15, 2019)**

To conduct a communications audit to assess its current communications program and practices to determine what tools are working well and where performance can be strengthened.

**TASK 2 - LAW ENFORCEMENT LIAISON REVIEW (April 1, 2019 - August 15, 2019)**

To review the current structure and administration of the Law Enforcement Liaison (LEL) program to include identifying the liaisons' roles and responsibilities and their impact across the state.

**TASK 3 - GHSA 2020 Annual Meeting (January 1, 2020 - September 30, 2020)**

The GHSA Annual Meeting provides a forum for the discussion of important national highway safety policy issues and a platform for nationally recognized highway safety speakers. The meeting is attended by nearly 700 key highway safety officials of state highway safety offices (including their staff and grantees), senior federal safety officials, private sector highway safety partners and professionals in the field of public health and law enforcement.

The Division of Highway Safety & Traffic Operations will serve as hosts of the GHSA 2020 Annual Meeting being held in Pittsburgh at the Wyndham Grand – August 29 - September 2.

**Intended Subrecipients**

Governors Highway Safety Association

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Educational and Outreach Programs (CTSP)

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$18,603.12	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$56,396.88	\$0.00	\$0.00

## Planned Activity: Community Traffic Safety Projects

Planned activity number: **CP-2020-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Tasks include identifying enforcement training needs, partnering with local organizations to address identified safety focus areas, assisting enforcement agencies to target local problems based on crash data, serving as a local contact for the general public, acting on PennDOT's behalf in the development of local safety action plans and safety efforts, providing educational programs to schools and local employers, and providing outreach and education on a variety of traffic safety issues to Magisterial District Justices (MDJ). 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.

### Intended Subrecipients

Eligible applicants include County governments, as the CTSP grant fund allocation formula is driven by county-level data. County allocations require consent of usage by authorized individuals within each county jurisdiction prior to their inclusion in a CTSP grant agreement.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Educational and Outreach Programs (CTSP)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$609,474.54	\$0.00	\$609,474.54
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,847,671.33	\$0.00	\$1,847,671.33

## Planned Activity: Judicial Education Relating to Highway Safety Strategies

Planned activity number: **CP-2020-07**

Primary Countermeasure Strategy ID: **Educational and Outreach Programs (CTSP)**

**Planned Activity Description**

Currently there is no standardized curriculum for providing judges with a specifically focused training protocol relating to recognized countermeasures against Driving Under the Influence of Drugs (DUID) or Alcohol (DUIA) and the existing and emerging technologies in support of the countermeasures. As a result, trial judges responsible for deciding disputes arising from prevention, detection, apprehension and correction of impaired driving may have no familiarity with the science, best technical practices and related constitutional and evidentiary issues raised in court before trial. For example, not all judges are trained in current developments in Drug Recognition Expertise or Evaluations (DRE), DUI Courts, court-monitored pre-trial DUI release protocols (e.g.: “24/7” and “Target 25,” etc.), ignition interlock supervision, pre- and post-conviction sanction options, and alternative sentencing.

Some such training is offered occasionally by the National Judicial College at Reno, NV, but is not often available in Pennsylvania. When traffic safety–related training opportunities do occur in the Region, the Court Administrator’s Office may afford to send a few, but not many trial judges to attend. Traffic safety judicial education deserves the same opportunities as are typically offered judges in DNA science, abuse, accounting, statistics, genetics, alcohol ingestion and elimination, elemental psychology and pathology and relevant evidentiary issues.

**Goals:**

Provide specific education to trial judges regarding

- DRE procedures and toxicology related to drugged driving;
- The pros and cons on admissibility of testimony from specially trained police officers absent medically or toxicologically trained experts;
- Electronic monitoring and judicial supervision, early-intervention, DWI Courts and alternative DUID/DUIA sentencing, and pre-trial release options;
- Constitutional challenges, search & seizure and any other topical judicial/factual/ legal issues arising in court out of traffic safety enforcement, such as, but not limited to, distracted driving and passenger protection.

**Objectives:**

4. Design, organize and promote specific traffic safety judicial education programs in-state, region-wide, or both, that include judge moderators on defense-prosecution panel presentations addressing best-practices, and evidentiary, procedural and constitutional issues arising from traffic safety enforcement prosecutions.
5. Provide dedicated funding to the Court Administrator’s Office to pay for travel expenses for such presenters and, when public salaries do not pay for their time, to compensate them.

6. Provide dedicated funding to the Court Administrator’s Office to fund “scholarships” (reimbursement for travel expenses) for up to six judges to attend out-of-state programs in the Region 2 area or where relevant education occurs on the same topics.

Tasks:

Establish funding for judicial education on topics relevant to highway safety enforcement, particularly in connection with the NHTSA publication “Countermeasures that Work,” Ninth Edition, 2018.

Some faculty presenters are already identified. Publicly employed forensic scientists and DREs from PA, NY and NJ, and two PA judges are willing to teach. It is expected that defense attorneys will be similarly recruited. Based on conversations with Region 2, State Highway Safety Offices and some TSRPs it is anticipated that other prosecutors, judges and forensic experts from neighboring states will be available to teach as well, if their travel expenses are covered. There are also DWI/Drugged Driving/alternative sentencing experts, and DRE and DWI expert RJOLS from other regions across the country, available if their airfare or mileage and travel expenses can be covered.

Additionally, the National Judicial College indicates that, with sufficient advance planning, it can supply, at its expense, a DRE teaching team including a DRE specialist, prosecuting and defense attorney experts and a judge-moderator, for a state or regional presentation.

Based on responses from other states, it is expected that with sufficient notice, some judges can be released from the bench in order to attend appropriate training in-state. With sufficient notice, judges can take time to attend out of state programs if funding is available.

**Intended Subrecipients**

TBD

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Educational and Outreach Programs (CTSP)

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,480.42	\$0.00	\$0.00

2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$7,519.58	\$0.00	\$0.00
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## Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Community Traffic Safety Program**

### Project Safety Impacts

23 CFR § 1300.4 describes the authority and functions of a State Highway Safety Agency. Standard components of any state highway safety program include Planning and Administration and Program Management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This countermeasure captures those Program Management costs not applicable to Planning & Administration.

### Linkage Between Program Area

State highway safety program management costs are allocated based on crash data priorities, federal regulations, and general workload management practices. Program management efforts are the foundation of a successful state highway safety program.

### Rationale

This countermeasure was selected to provide administrative support functions as part of standard State Highway Safety Office program management in accordance with 23 CFR § 1300.4.

The level of funding allocated to this countermeasure is consistent with projected costs for SHSO Program Management and associated grant program-related travel and training needs.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-04	Grant Program Training Needs
CP-2020-05	PA Highway Safety Office Program Management

### Planned Activity: Grant Program Training Needs

Planned activity number: **CP-2020-04**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The State Highway Safety Office established this project to address training needs necessary to support the objectives of the overall Highway Safety Plan which are not otherwise included in

established projects. This project is in direct support of these programs and activities. Funding under this project will be directed at trainings needs for the PennDOT Program Services Unit staff as well as the PennDOT District Safety Press Officers. Trainings supported by this project include the Fall Outreach Coordination Workshop, the Annual PA Traffic Safety Conference, and attendance to other local and national conferences directly related to programs and activities within in the Highway Safety Plan. Another example expense under this project is to provide funding for newly implemented County DUI Court staff to attend the training conducted by the National Center for DWI Courts (NCDC). The new County DUI Courts learn the 10 Guiding Principles for DWI Courts which is essential to the overall success of the program.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$18,603.12	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$56,396.88	\$0.00	\$0.00

**Planned Activity: PA Highway Safety Office Program Management**

Planned activity number: **CP-2020-05**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

23 CFR § 1300.4 describes the authority and functions of a State Highway Safety Agency. Standard components of any state highway safety program include Planning and Administration and Program Management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This planned activity captures those Program Management costs not applicable to Planning & Administration.



**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Highway Safety Office Program Management

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$117,819.79	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$357,180.21	\$0.00	\$0.00

## Program Area: Driver Education and Behavior

### Description of Highway Safety Problems

There is a need in Pennsylvania to update the curriculum being delivered in our school's driver's education classrooms. Although the information is still relevant, there is a need for additional information to accommodate the new generation of drivers.

Efforts to educate Pennsylvania drivers in safe driving techniques will be approached proactively through our local schools. The Institute for Rural Health and Safety (IRHS) at the Indiana University of Pennsylvania (IUP) is the only institute of higher education in Pennsylvania that teaches driver's education. They will be assessing the existing forms of driver's education within our schools and developing complementary guidance for our CTSP's to deliver to our public schools. This guidance will enhance existing driver's education by expanding the curriculum to focus on the reinforcement of visual scanning, attention maintenance, and speed management.

Also under the umbrella of education is a new effort for Pennsylvania that offers a new choice for individuals that have accumulated 6 points (or more) on his or her driver's license. As a result of a hearing, the Driver Safety Examiner would be able to recommend driver improvement school. Pennsylvania's Department of Transportation's Bureau of Driver Licensing (BDL) will develop this school as an option for these individuals. This will give the violators a third option to undergoing an examination or a driver's license suspension.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Complete Projects to Enhance Driver Education in Pennsylvania	2020	Annual	2.00

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Diversion and Plea Agreement Restrictions; Traffic Violator School
Educational and Outreach Programs

### Countermeasure Strategy: Diversion and Plea Agreement Restrictions; Traffic Violator School

Program Area: **Driver Education and Behavior**

### Project Safety Impacts

Traffic Violator Schools are sometimes offered for drivers who have accumulated a specific number of demerit points on their driver’s licenses to reduce their punishment. Traffic offenses are often dismissed or removed from their driving record upon completion of the school. According to a review of over 30 group- meeting programs, including Traffic Violator School, these group-meeting programs reduced subsequent crashes by 5% and violations by 8%.

### Linkage Between Program Area

Similar to DUI Courts, this countermeasure is promoted to reduce recidivism and modify dangerous driving behavior. This component of a comprehensive highway safety program allows the flexibility to utilize a variety of tools proven to reduce traffic crashes.

### Rationale

This countermeasure was selected to address approximately 5,000 drivers per year who have either reached 6 points on their driving record a second time or have been convicted of a high-speed violation. These repeat and high-risk offenders contribute to the speeding and aggressive driving problem in Pennsylvania, and like DUI courts and other efforts for impaired driving, this countermeasure hopes to target and reduce recidivism among traffic law violators.

The level of funding allocated to this countermeasure reflects the projected investment necessary to establish and support a Driver Improvement School.

Evidence of Effectiveness

CTW, Chapter 3: Sections 3.2

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-2020-01	Implementation of a Driver Improvement School

### Planned Activity: Implementation of a Driver Improvement School

Planned activity number: **DE-2020-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Pennsylvania Department of Transportation’s (PennDOT) Bureau of Driver Licensing (BDL) will be developing a driver improvement school for individuals that have accumulated 6 (or more) points on his or her driver’s license. Currently, Pennsylvania only offers 2 options for these individuals: 1 – That the person undergoes an examination as provided for in section 1508 (relating to examination of applicant for driver’s license) and 2 – That the person’s driver’s license be suspended for a period not exceeding 15 days.

Research has been conducted in some states that have a driver improvement school to determine the effectiveness of requiring someone to go through a driver improvement course. Specifically, in Massachusetts, drivers who were suspended for accumulation of non-DUI traffic violations were required to complete an 8-hour behavior-based classroom course. Drivers can avoid the suspension if they successfully complete the program within a 90-day notification period. If the driver fails to complete the course prior to their suspension effective date, the driver will go under suspension and must complete the course to have their license reinstated. Massachusetts has conducted effectiveness studies on this program, which show that drivers experience statistically fewer violations after attending their 8-hour behavior-based classroom program. The study also identified an 80% decrease in minor traffic violations; 77% decrease in major traffic violations, and 82% decrease in surcharge able violations (“at-fault” accident or motor vehicle violation that can increase a driver’s insurance). More than 75,000 Massachusetts drivers go through this program annually.

**Intended Subrecipients**

The Pennsylvania Department of Transportation Bureau of Driver Licensing.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Diversion and Plea Agreement Restrictions; Traffic Violator School

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$27,284.58	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$82,715.42	\$0.00	\$0.00

**Countermeasure Strategy: Educational and Outreach Programs**

Program Area: **Driver Education and Behavior**

**Project Safety Impacts**

**Linkage Between Program Area**

Educational and outreach programs provide a necessary compliment to traffic safety enforcement activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets.

## Rationale

This countermeasure was selected to support and compliment formal driver education efforts in the Commonwealth, as motor vehicle crashes are the leading cause of death for teenagers in the United States and driver education does not differentiate between experience of the driver.

The level of funding allocated to this countermeasure reflects the amount necessary to complete the tasks associated with assessing the current landscape of driver education in Pennsylvania and associated development of tools and training to support our educational outreach grantee network.

Evidence of Effectiveness:

CTW, Chapter 1: Section 6.5; Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1; Chapter 3: Section 4.1; Chapter 4: Sections 2.1, 2.2, 3.1, 3.2; Chapter 5: Sections 4.1, 4.2; Chapter 6: Sections 2.1, 2.2, 3.1; Chapter 7: Sections 1.1, 1.2; Chapter 8: Sections 2.1, 2.3, 3.1; Chapter 9: Sections 1.3, 1.4, 2.2, 3.2, 4.2

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DE-2020-02	Novice Driver Statewide Program Support

## Planned Activity: Novice Driver Statewide Program Support

Planned activity number: **DE-2020-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Institute for Rural Health and Safety (IRHS), of the Indiana University of Pennsylvania (IUP), will provide interim guidance to the statewide CTSP's to enable them to create behavioral changes in local schools regarding safe driving. The project will conduct surveys and interviews to determine the general impressions of the existing Driver's Education in Pennsylvania's local schools. IRHS will develop updated trainings that focus on the reinforcement of visual scanning, attention maintenance, and speed management. The project will also develop trainings for parent involvement. IRHS will provide PennDOT and the CTSP grant network with quarterly reports and updates. As a culmination of this project, IRHS will provide PennDOT with a comprehensive report and recommendations based on their research and findings and present this at a future PA Highway Safety Conference for our grant network.

### Intended Subrecipients

Indiana University of Pennsylvania.

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Educational and Outreach Programs

### Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$60,770.21	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$184,229.79	\$0.00	\$0.00

## Program Area: Impaired Driving (Drug and Alcohol)

### Description of Highway Safety Problems

According to Pennsylvania's Strategic Highway Safety Plan (SHSP) of 2017, reducing impaired driving is one of 16 key emphasis areas which have the highest impact on overall highway fatalities. The vision of the SHSP is to work continuously towards zero deaths on our roads while fostering an environment that encourages safe behavior. As depicted in the chart below, from the SHSP, Pennsylvania has experienced successes in reducing fatalities and serious injuries in impaired driving crashes. Continued success is dependent upon wide-ranging strategies from highly-visible enforcement to adjudication/prosecution education to enhancement of current impaired driving laws and regulations.

As revealed by state crash data, the most prevalent group of drinking-drivers involved in crashes are male drivers age 21-35. Male drivers in this age group accounted for more than 36% of all drinking-driver crashes in 2017. The breakdown of vehicle type driven by the drinking driver is 58% passenger car and 38% small truck or SUV. Of all drinking-drivers involved in crashes in 2017, 74% were male. Additionally, 88% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 76% were the drinking drivers themselves.

The Table below shows the number of arrests for driving under the influence and the rate of arrests per 100 thousand licensed drivers for the past five years. As per Section 3816 of Title 75, individuals charged with a DUI are required to be evaluated using Court Reporting Network (CRN) tools to determine the offender's involvement in alcohol or drugs prior to sentencing. There were nearly 44,000 CRN evaluations conducted during 2018. According to these evaluations, year-ending statistics show that 73.3% of all arrests for DUI offenders were male, 15.5% were in the 21-24 in age, 76.5% were white, 52.3% were single or not married, and the average BAC for all offenders at time of arrest was 0.17%.

	2014	2015	2016	2017	2018
<b>Total DUI Cases (per AOPC)</b>	52,636	52,382	53,578	52,189	49,730
<b>Licensed Drivers in Pennsylvania</b>	8,483,415	8,506,716	8,533,514	8,580,848	8,518,955
<b>DUI Arrest Rate (per 100K drivers)</b>	620	616	628	608	584

*Source: Administrative Office of Pennsylvania Courts & PennDOT Driver License Database*

Nearly 28% of the DUI arrests in 2018 were a result of an impaired driving crash. As shown in the table below, on average, one alcohol-impaired fatality occurred for every 17 alcohol-impaired crashes and one drug-impaired fatality occurred for every 22 drug-impaired crashes. The second table below shows the corresponding increase in drug-related impaired driving charges. It is not clear whether the drug-impaired driving problem is increasing or if law enforcement is becoming better in identifying drug-impaired drivers through increased training.

What is certain is that it will take a comprehensive approach to achieve our goals in reducing impaired driving crashes and fatalities.

<b>DUI Crashes</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Alcohol-impaired Crashes (0.08+)</b>	4,527	4,221	3,998	3,985	3,180
<b>Alcohol-impaired Fatalities (0.08+)</b>	248	246	192	157	191
<b>Drug-impaired Crashes</b>	2,377	2,868	3,217	3,461	2,439
<b>Drug-impaired Fatalities</b>	95	104	120	114	112

*Source: PennDOT Crash Reporting System*

<b>DUI Charges</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>§ 3802(a)(2) [BAC 0.08 to 0.099]</b>	3,553	3,182	2,927	2,690	2,400
<b>§ 3802(b) [BAC 0.10 to 0.159]</b>	12,320	11,371	10,534	9,988	9,473
<b>§ 3802(c) [BAC 0.16+]</b>	20,545	19,128	17,575	16,398	15,339
<b>§ 3802(d) [Controlled Substance]</b>	20,691	26,382	32,470	33,985	33,712

*Source: Administrative Office of Pennsylvania Courts*

As already stated, the Commonwealth is experiencing an increase in the arrests stemming from impaired driving due to drugs. This increase is most likely due to the amount of efforts being placed in drugged driving recognition and training for law enforcement. DUI-D arrests have increased more than 60 percent over the past five years and well over 200 percent since the beginning of the DRE program in Pennsylvania in the past ten years. 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 already NHTSA SFST certified. Thousands of law enforcement officers in Pennsylvania have received ARIDE training. The number of crashes due to a drugged driver and DUI charges for drug impairment are both increasing compared to alcohol impairment.

A contributing factor to the rise in both drug-impaired driving arrests and crashes is the continual increasing efforts towards training law enforcement to better detect the drug-impaired driver. The thousands of officers who have received ARIDE training and the nearly 200 DREs are directly related to the increase in arrests. Other issues such as the national opioid epidemic, the medical marijuana program, as well as the push to legalize recreational marijuana have increased the number of drugged drivers on the Commonwealth's highways.

The DRE tablet project starting in June 26, 2018, has greatly eased the DRE reporting burden. It has allowed for the completion of reports in significantly less time, contributing to the expediency and efficiency of the impaired driving investigation.



The next major project on the horizon for improving the DRE program will be to establish a more expedient and efficient DRE contact/callout process.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	211.8
2020	Drug Impaired Driver Crashes	2020	5 Year	3198.6

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
DWI Courts
High Visibility and Sustained DUI Enforcement
Judicial Education
Law Enforcement Training
Prosecutor Training

**Countermeasure Strategy: DWI Courts**

Program Area: **Impaired Driving (Drug and Alcohol)**

**Project Safety Impacts**

**Linkage Between Program Area**

DUI courts are a key component of a comprehensive highway safety program designed to reduce impaired driving occurrences. This activity is promoted in areas where recidivism and other related data displays a need and there are not currently active DUI courts. A multi-faceted approach to reducing impaired driving allows the flexibility to utilize the countermeasure(s) best suited for the problem as determined by the data analysis.

**Rationale**

According to the PennDOT Annual Report to Legislature on DUI, roughly 58% of the total offenders convicted of a DUI offense are repeat offenders. This countermeasure has been selected to provide start-up costs associated with establishing new county DUI court programs as an effort to reduce recidivism among DUI offenders.

The number of court programs supported under this countermeasure is based on the number of counties without existing DUI treatment court programs, their ability/interest in participating, a review of arrest/conviction/recidivism data, and feedback from Pennsylvania Highway Safety Office program staff.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 3.1; HSP Guidelines No. 8, III

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M5CS-2020-01	DUI Courts

**Planned Activity: DUI Courts**

Planned activity number: **M5CS-2020-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Last year in Pennsylvania, there were nearly 15,000 convictions for a second or subsequent DUI offense. The convictions accounted for approximately 58 percent of all DUI convictions during 2018. PennDOT provides counties with grants for DUI Court to address recidivism. The DUI Courts structured similarly to the preexisting 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. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism.

**Intended Subrecipients**

County Commonwealth Courts, exact recipients yet to be determined.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$8,085.17	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$66,914.83	\$0.00	

**Countermeasure Strategy: High Visibility and Sustained DUI Enforcement**

Program Area: **Impaired Driving (Drug and Alcohol)**

**Project Safety Impacts**

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, and impaired driving enforcement. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

**Linkage Between Program Area**

Problem identification data supports planning high visibility enforcement operations by prioritizing casual factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the casual factors, the appropriate geographic locations to target, and the allocation of available resources.

**Rationale**

This countermeasure was selected to ensure participation in national mobilizations and in support of the statewide Impaired Driving Plan required under §1300.23.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 700 municipal police departments can participate in the Commonwealth's high visibility and sustained DUI enforcement efforts.

Evidence of Effectiveness:

## Countermeasures That Work

Chapter 1: Sections 2.1, 2.2, 2.3, 5.2, 7.1

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
471140	PA State Police Traffic Safety Initiatives
M5HV-2020-02	Municipal DUI Enforcement Programs
PT-2020-04	Municipal Police Traffic Services Enforcement Program
PT-2020-05	PA State Police - DUI Breath Testing

#### Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: **471140**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 5 Tasks:

7. Impaired Driving Enforcement and Initiatives
8. Child Passenger Safety (CPS) Fitting Stations
9. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
10. Occupant Protection
11. State Police Selective Traffic Enforcement Program (STEP)

#### Task 1 - Impaired Driving Enforcement and Initiatives

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just over 40 percent of crashes from 2014 to 2018 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. In 2018, the PSP conducted over 1,400 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement

conducted by the PSP in FFY 2018 resulted in nearly 38,000 vehicle contacts and almost 1,500 of those motorists were arrested for impaired driving.

### **Task 2 - Child Passenger Safety (CPS) Fitting Stations**

The fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in an accident, and studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to offer child passenger safety restraints in each PSP station statewide.

### **Task 3 & 5 - The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)/State Police Selective Traffic Enforcement Program (STEP)**

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases.

### **Task 4 - Occupant Protection**

The Pennsylvania State Police (PSP) will participate in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities will include saturation patrols, conducting press events and preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some activity aimed at the proper use of child passenger safety restraints.

Guidelines for enforcement activities, along with targets and objectives, will be provided to Troop or Area Commanders. The commanders will then use multiple data sources to decide when and where to conduct overtime enforcement. Data sources include historical data, evaluations of previous enforcement campaigns, direct knowledge of incidents in the area, and analysis of incident reports to identify high crash corridors.

Intended Subrecipients  
 Pennsylvania State Police

Countermeasure strategies  
 Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$192,889.95	\$0.00	
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,358,661.21	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$243,891.76	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$2,018,508.24	\$0.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$74,249.60	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$546,063.71	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$225,093.66	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,655,436.29	\$5,100,000.00	\$0.00

## Planned Activity: Municipal DUI Enforcement Programs

Planned activity number: **M5HV-2020-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT will offer enforcement grants that will reach nearly 700 municipal police departments addressing road segments with the highest DUI crash numbers statewide as reported by municipal police. Participating departments conduct DUI enforcement operations, including sobriety checkpoints, roving patrols, mobile awareness patrols, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations. Police departments now have access to the Pennsylvania Crash Information Tool (PCIT) to assist them in identifying high-risk areas to target enforcement. The municipal departments also have at their disposal local arrest records and crash data to reference. The 700 municipal police departments cover more than 85% of the impaired driver crashes resulting in an injury or fatality over the period of 2014 to 2018. Grant-funded high visibility DUI enforcement conducted by local police in FFY 2017 resulted in over 138,000 vehicle contacts and more than 1,800 of those motorists were arrested for impaired driving.

### Intended Subrecipients

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$216,494.96	\$0.00	

2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,791,765.55	\$0.00	
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### Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: **PT-2020-04**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2020 that fund municipal police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT currently funds eight (8) of these grants and will add at least one (1) additional grantee in FFY 2020.

#### Intended Subrecipients

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$350,924.58	\$0.00	\$350,924.58
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,063,856.24	\$0.00	\$1,063,856.24



## Planned Activity: PA State Police - DUI Breath Testing

Planned activity number: **PT-2020-05**

Primary Countermeasure Strategy ID: **High Visibility and Sustained DUI Enforcement**

### Planned Activity Description

This activity is intended to enhance Task 1 of the existing PA State Police Traffic Safety Initiatives and is being included in the FFY 2020 Highway Safety Plan as a placeholder in the event the funds are not expended under the same Planned Activity in the FFY 2019 HSP.

In 2016 The Pennsylvania State Police (PSP) purchased sixty new evidentiary Intoxilyzer 9000 breath test devices to replace aging equipment and provide a sufficient number of training units. Since the deployment of these devices and since the Supreme Court ruling in Birchfield v. North Dakota, No. 14-1468, that had implications on warrantless blood searches in DUI cases for Pennsylvania, there has been a significant increase in requests for evidentiary breath test devices from Troops and Stations. This Planned Activity will allow for the addition of 12 testing devices to Stations. These testing devices and their continued functionality will assist Troops, Stations, and Municipal Police officers with a timely evidential breath test that greatly aids in the prosecution of DUI cases and ultimate goal of reducing impaired drivers on the roadways.

### Intended Subrecipients

Pennsylvania State Police

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$24,060.04	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$72,939.96	\$0.00	\$0.00

### Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
breath test device	12	\$8,007.00	\$96,084.00	\$8,007.00	\$96,084.00

### Countermeasure Strategy: Judicial Education

Program Area: **Impaired Driving (Drug and Alcohol)**

#### Project Safety Impacts

PennDOT supports a Judicial Outreach Liaison position to reduce impaired driving crashes on Pennsylvania roadways. This position provides peer-to-peer outreach to other judges with the goal of increasing knowledge and skills necessary to appropriately adjudicate impaired driving cases.

#### Linkage Between Program Area

The effectiveness of enforcement and prosecution efforts is lost without support and strength in adjudication.

#### Rationale

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. Enforcement and prosecution efforts are strengthened by knowledgeable, impartial, and effective adjudication.

The level of funding allocated to this countermeasure reflects an amount necessary to support a part-time Judicial Outreach Liaison position in FFY 2020.

Evidence of Effectiveness:

HSP Guidelines No. 8, II E

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5TR-2020-04	Judicial Outreach Liaison

#### Planned Activity: Judicial Outreach Liaison

Planned activity number: **M5TR-2020-04**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Pennsylvania funds a state-sanctioned Judicial Outreach Liaison with the main focus of involving the judicial community in the highway safety community. During this time the Pennsylvania State Highway Safety Office granted with a Common Pleas Judge and established a program for judicial outreach in the Commonwealth primarily focusing on impaired driving issues. Every year in Pennsylvania the courts process nearly 50,000 cases stemming from impaired driving. In some counties, DUI cases comprise up to half of the total cases heard in the courtroom. Questions stemming from recent DUI caselaw and individual DUI issues arise from the judiciary; the JOL serves as that technical resource in a peer to peer exchange of information between judges. The JOL also serves as the liaison between the highway safety community and the judiciary as a whole, offering insight, sharing concerns, participating in stakeholder meetings, providing training, and promoting best practices such as DUI courts and other evidence based best practices.

### Intended Subrecipients

Eligible applicants include local governments\*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial Education

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$5,976.97	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$49,466.86	\$0.00	

## Countermeasure Strategy: Law Enforcement Training

Program Area: **Impaired Driving (Drug and Alcohol)**

### Project Safety Impacts

PennDOT supports training programs and employs technical experts to support activities designed to reduce impaired driving crashes on Pennsylvania roadways. These trainings and technical experts ensure police departments participating in grant-funded enforcement operations have sufficient knowledge and certifications to successfully complete program objectives in accordance with the most recent case law, best practices, and standardized curriculum.

### Linkage Between Program Area

Using properly trained law enforcement personnel work under grant-funded operations enhances the likelihood of successful activities and achieving associated performance measures. Considering the time and fund investments associated with the highway safety planning process (data review informing target, countermeasure and activity selection) training activities in support of enforcement-related activities strengthens are invaluable towards maximizing the potential return on these investments.

### Rationale

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. As case law and best practices are routinely updated and due to regular turn-over within police departments it is imperative that we maintain training in support of enforcement within our grant network.

The level of funding allocated to this countermeasure reflects the projected administrative costs associated with satisfying demand for new participating officer training, refresher training, and other trainings as identified.

### Evidence of Effectiveness

CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 3.1, 3.2, 3.2, 3.3, 3.4, 4.1, 5.1, 7.1; HSP Guidelines No. 8, II C, IV

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
471141	Institute for Law Enforcement Education
M5TR-2020-02	DUI Law Enforcement Liaisons/DRE Program Coordination

### Planned Activity: Institute for Law Enforcement Education

Planned activity number: **471141**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT relies heavily on police officers to conduct enforcement strategies focusing on highway safety. As a result, PennDOT partners with the Pennsylvania Department of Education which provides training in the area of impaired driving enforcement, including standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allows the officers to better implement enforcement strategies that can bring down DUI crash totals. PennDOT finances the training through a Highway Safety Grant Agreement with the Department of Education. Each year, more than 4,000 law enforcement personnel receive training under this agreement.

### Intended Subrecipients

Pennsylvania Department of Education.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$65,085.60	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$538,664.40	\$0.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$94,751.91	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$287,248.09	\$0.00	\$0.00

### Planned Activity: DUI Law Enforcement Liaisons/DRE Program Coordination

Planned activity number: **M5TR-2020-02**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Each Federal fiscal year, PennDOT law enforcement grantees conduct high visibility enforcement during both local and national mobilizations as well as sustained enforcement during other periods of the year. Maintaining this level of HVE requires police that are trained and to have the technical resources and support available. This is the role delivered by the DUI Law Enforcement Liaisons (LELs). Of the individual tasks included in this project, the majority are categorized as either training or technical support. Law enforcement officers must be properly trained to maintain an effective high visibility enforcement program. The DUI LELs will serve as trainers for trainings which include sobriety checkpoints, standardized field sobriety testing (SFST), advanced roadside impaired driving enforcement (ARIDE), and drug evaluations and classification trainings. Activity under this project also provides technical assistance to the impaired driving HVE grantees by distributing case law updates, on-site quality assurance of sobriety checkpoints, review of standard operating procedures, and providing responses to law enforcement inquiries on complex DUI issues. The most crucial role served by the DUI LELs is acting as the bridge between the Pennsylvania Highway Safety Office and the law enforcement community.

Another very important deliverable of this project is to provide coordination for the Drug Evaluation and Classification (DEC) Program, also known as the Drug Recognition Expert (DRE) Program. Along with the DUI LELs, the Statewide DRE Coordinator position is also part of this project. The DRE Coordinator, with support of co-coordinators, facilitate all aspects of DRE Schools, DRE re/certifications, DRE Instructor re/certifications, DRE face sheet reviews, and ARIDE trainings. Other duties performed by the coordinator position include submission of all DRE evaluations into the national database, maintenance of all DRE records, and all other requirements as outlined by the International Association of Chiefs of Police (IACP).

Presently there are 187 certified DREs in Pennsylvania. These DREs are anticipated to perform roughly 1,800 evaluations during FFY 2019. An additional 45 DREs are expected to be trained by October 1, 2020.

Tablets have been issued to all DREs that conduct a minimum of five evaluations per year. New DRE students are issued tablets during training. Data is currently being uploaded for evaluations conducted between 2012 and 2018.

#### Budget Breakdown:

Personnel (LELs; Admin Support; Indirect) - \$762,000

Program Support (Training-Related Expenses; DRE software/Personnel; DRE Trainings) - \$282,000

### Intended Subrecipients

Eligible applicants include local governments\*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937),

council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Law Enforcement Training

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$171,200.22	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$871,562.44	\$0.00	

**Countermeasure Strategy: Prosecutor Training**

Program Area: **Impaired Driving (Drug and Alcohol)**

**Project Safety Impacts**

PennDOT supports a Traffic Safety Resource Prosecutor position to reduce impaired driving crashes on Pennsylvania roadways. This position provides peer-to-peer outreach to other prosecutors with the goal of increasing knowledge and skills necessary to appropriately prosecute impaired driving cases.

**Linkage Between Program Area**

The effectiveness of enforcement efforts is lost without support and strength for visible and aggressive prosecution of impaired driving cases.

**Rationale**

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. Enforcement and adjudication efforts are strengthened by knowledgeable, impartial, and effective prosecutors.

The level of funding allocated to this countermeasure reflects an amount necessary to support a Traffic Safety Resource Prosecutor position in FFY 2020.

Evidence of Effectiveness:

HSP Guidelines No. 8, II D

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M5TR-2020-03	Traffic Safety Resource Prosecutor

**Planned Activity: Traffic Safety Resource Prosecutor**

Planned activity number: **M5TR-2020-03**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Nearly 50,000 individuals are arrested for impaired driving each year in Pennsylvania, comprising if almost 100,000 charges filed. Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of enforcement efforts. The TSRP under this contract acts as both a trainer and legal expert on DUI matters for law enforcement officers and prosecutors statewide. Tasks under this position include providing trainings ranging from case law to case presentation, and serving as an on-demand resource for legal issues in DUI cases. The TSRP also provides timely opinions on changes in case law stemming from recent DUI court cases.

**Intended Subrecipients**

Eligible applicants include local governments\*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

**Funding sources**



<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$21,776.04	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$180,223.86	\$0.00	

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

The number of licensed motorcycle riders in Pennsylvania has remained relatively consistent over the last ten years. From 2009 to 2018, Pennsylvania saw a 1 percent increase in licensed motorcyclists and a 3.7 percent decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. The majority of multi vehicle crashes involving a motorcycle over the past 4 years have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Pennsylvania's motorcycle helmet law was revised in 2003. Currently, motorcyclists in Pennsylvania who are 21 years of age or older with 2 years riding experience or who have successfully passed the State's free-of-charge Motorcycle Safety Program have the option to ride without a helmet. In 2018, the number of students trained by the Motorcycle Safety Training Program decreased from 13,007 to 8,696. Efforts to increase attendance will be continued throughout the grant year through multiple media outlets and advisories.

Roughly 26 percent of all motorcycle operators killed in a crash in Pennsylvania were reported as suspected of drug and or alcohol impairment by law enforcement in 2018. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing crashes. Motorcycle fatalities totaled 166 in 2018, accounting for approximately 14 percent of all traffic fatalities in Pennsylvania.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	171.0
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	85.6

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign (MC)

### Countermeasure Strategy: Communication Campaign (MC)

Program Area: **Motorcycle Safety**

### Project Safety Impacts

Communications and media campaigns are a standard part of every State's efforts to improve traffic safety. Campaign themes generally follow national and state traffic safety planning calendars, addressing general Public Information and Education for Prevention, Deterrence through Enforcement, and other strategic messages based on many factors. Campaigns vary enormously in quality, size, duration, funding, and every other way imaginable. The most effective campaigns target specific audiences using applicable messages and delivery methods. Communications and media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

As most campaigns are not evaluated, assessing the return on investment is challenging. Existing evaluations of mass media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high visibility enforcement.

### Linkage Between Program Area

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-back on national media buys and/or target specific periods of time and geographic locations based crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

### Rationale

This countermeasure was selected based on the restrictive eligible uses of funding under §1300.25 and that the Commonwealth directly funds motorcycle training efforts with state monies. The campaigns are necessary to curb the recent increases in motorcycle fatalities observed and to compliment the annual communications calendar utilized by both NHTSA and PennDOT.

The level of funding allocated to this countermeasure reflects the total anticipated amount of funds allocated to Pennsylvania under §1300.25.

Evidence of Effectiveness:

CTW - Ch. 5: Sections 2.2, 4.1, 4.2

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-2020-01	Motorcycle Safety Initiatives

## Planned Activity: Motorcycle Safety Initiatives

Planned activity number: **M9MA-2020-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the result of the other drivers and it is believed the drivers frequently do not see the motorcycle. By raising awareness and reminding drivers that motorcycles are on the road, some of these crashes may be avoided. Through the program, “Watch for Motorcycles”, materials will be produced and distributed. Paid media with a safety message will be deployed during Motorcycle Safety month in May. PennDOT districts also will display motorcycle safety messages on fixed and variable message boards.

Efforts will target reducing crashes during the peak times that saw motorcycle crashes in 2018, including spring/summer months, particularly on weekends and between the hours of 1pm and 6pm. Media buys will also target the top counties for motorcycle crashes. Messaging will be vetted with the Commonwealth’s media contractor and the Governor's Office.

We are hopeful the increased awareness towards motorcycle safety will result in increased attention to the Pennsylvania Motorcycle Safety Program (PAMSP). Aside from decreases in training candidates, there has been a decline in PAMSP instructors. In 2009, PAMSP had 491 instructors. In 2018, PAMSP had 192 instructors. There are many variables to the reason why the number of instructors declined. Whether they retired, no longer had time, moved out of the state, etc. Since 2009, PAMSP changed vendors twice. Once in 2014, when 18,180 people were trained in the program’s classes and once again in 2018 where we had only trained 8,696 people. However, 2018 was a big transition year for PAMSP.

PennDOT awarded the contract to a new vendor. This vendor also came at a time when PAMSP trained the least amount of people which was 13,007 in 2017. The new vendor also brings all new curricula for the program. This is the first time in history that Pennsylvania had changed its’ curricula in the program. The transition year was difficult to provide training to the public as the program lost instructors and all remaining instructors needed trained in the new curricula. The efforts of the program have helped to improve the 2019 year. We have made efforts to gain more instructors and 2019 will show an increase over 2018 as we have instructors trained and are continuing to train new instructors as well. As the figures show, the more instructors the program has, the more training can be provided to the public. At present, we currently have 245 instructors and are projected to have 345 by the end of this year. Due to the increase in instructors, 2020 will show an even bigger increase in people trained in the motorcycle safety program’s classes.

### Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Driver Licensing.

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Communication Campaign (MC)

### Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$97,436.93	\$0.00	
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$170,932.32	\$0.00	

## Program Area: Non-motorized (Pedestrians and Bicyclist)

### Description of Highway Safety Problems

#### **Pedestrians**

Pedestrian safety is an emerging focus area of highway safety. The 5-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for almost 16.9 percent.

Overall, pedestrian fatalities and reported crashes involving pedestrians have fluctuated over the last five years.

According to the most recently available crash data, over 40 percent of pedestrian crashes and fatalities occurred while pedestrians were "entering crossing/specified location". This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance. Pedestrians ages 75 and over represent a sizable portion (12.7%) of pedestrian fatalities. Ages 45-49 represent the second highest percentage of pedestrian fatalities by age group (10%). This information will be used by both the educational outreach and enforcement communities to inform activity planning.

#### **Bicyclists**

The total number of bicycle crashes decreased in 2017, but remained relatively consistent over the period 2013-2017. Bicycle fatalities have fluctuated annually over the same time period, however, but after spiking in 2017, decreased 14% in 2018.

Bicycle riders may represent a small portion of the total crash picture in Pennsylvania but are not ignored by PennDOT. The emphasis is on insuring that bicyclists understand the rules of the road and that they are predictable, consistent, and blend easily and safely with other roadway users. The attention begins with elementary school children who are taught the basics of bicycling and the importance of wearing helmets, and continues with instructional publications and website information for teens and adults.

Despite recent downward trends in crashes and injuries, the 5-year average linear fatality trend has remained relatively constant. PennDOT will continue to promote bicycle safety programs through a variety of avenues to stay ahead of this emerging issue.

#### **Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	168.8
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	18.8

## Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign (Ped/Bike)
High Visibility Pedestrian Enforcement

### Countermeasure Strategy: Communication Campaign (Ped/Bike)

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

#### Project Safety Impacts

Communications and media campaigns are a standard part of every State's efforts to improve traffic safety. Campaign themes generally follow national and state traffic safety planning calendars, addressing general Public Information and Education for Prevention, Deterrence through Enforcement, and other strategic messages based on many factors. Campaigns vary enormously in quality, size, duration, funding, and every other way imaginable. The most effective campaigns target specific audiences using applicable messages and delivery methods. Communications and media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

As most campaigns are not evaluated, assessing the return on investment is challenging. Existing evaluations of mass media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high visibility enforcement.

#### Linkage Between Program Area

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-back on national media buys and/or target specific periods of time and geographic locations based crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

#### Rationale

Considering bicycle fatalities in Pennsylvania have remained relatively consistent over the last several years, this countermeasure was selected to enable working with our bicycle safety partners with the objective of establishing videos that focus on motor vehicle drivers and how they interact with bicyclists.

The level of funding allocated to this countermeasure is consistent with projected costs to create new videos for distribution/promotion across the Commonwealth.

Evidence of Effectiveness:

CTW - Ch. 8: Section 3.1; Ch. 9: Sections 3.2, 4.2

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
FHPE-2020-01	Bicycle Safety Outreach - Videos

**Planned Activity: Bicycle Safety Outreach - Videos**

Planned activity number: **FHPE-2020-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Generally speaking, bicycle safety is not improving in Pennsylvania. Our bicycle fatality numbers, while low in comparison to our overall fatality number, have remained relatively consistent over the last several years. We have focused our efforts on a variety of initiatives centering around educating the bicyclists on how to be safe while on our roadways. There are significantly more bicycle involved crashes than fatalities and our concern is, as we make a shift to support more multi-modal transportation opportunities, we could see the number of fatalities on the rise too. In an attempt to be proactive, we plan to work with our bicycle safety partners to establish videos that focus on a different type of education. This education would focus on motor vehicle drivers and how they interact with bicyclists. The thought is if we can educate larger numbers of drivers to the dangers a bicyclist faces then as the bicycle ridership increases our motorists will be better prepared to coexist with them on the highway.

This project and budget will be adjusted to reflect videos not completed during FFY 2019. It is anticipated three bike law videos will be produced during FFY 2019 (\$10,000 production + \$40,000 supporting media buy) and another three during FFY 2020 (\$10,000 production + \$40,000 supporting media buy), but the entire \$100,000 commitment is being planned in the event the first three videos are delayed into FFY 2020.

Video content will be limited to raising awareness of Pennsylvania traffic laws applicable to pedestrian and bicycle safety, including laws such as *The Dooring Law*; *The Pedestrian Right of Way in Crosswalks Law*; and, *The Four Foot Law* among others.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign (Ped/Bike)



## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$100,000.00	\$0.00	

## Countermeasure Strategy: High Visibility Pedestrian Enforcement

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

### Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, pedestrian, and impaired driving enforcement. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

### Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

### Rationale

Pedestrian fatalities have remained high and the 5-year average trend line has been increasing over time, resulting in pedestrian fatalities accounting for almost 17% percent of total fatalities in 2018. This countermeasure was selected to compliment occupant protection, impaired driving, and speeding/aggressive driving enforcement efforts, ensuring enforcement is directed at the most problematic driver behaviors as defined by crash data.

The level of funding allocated to this countermeasure reflects a projected amount necessary to expand the number of participating police departments from four piloted in in FFY 2018 to eight or more in FFY 2020. Participating police departments are prioritized based on crash data analysis.

Evidence of Effectiveness:

Countermeasures That Work

Chapter 8: Sections 4.2, 4.4

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
FHLE-2020-01	Municipal Pedestrian Enforcement and Education Program

**Planned Activity: Municipal Pedestrian Enforcement and Education Program**

Planned activity number: **FHLE-2020-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The pedestrian safety grant program is a data driven program aimed at reducing traffic crashes, injuries, and fatalities involving pedestrians. The program uses localized High-Visibility Enforcement (HVE) operations and community outreach to promote safer walking and driving behaviors and to reinforce the message through law enforcement to increase compliance with appropriate traffic laws by both pedestrians and drivers. It is targeted at high pedestrian crash locations and surrounding areas to create a comprehensive pedestrian safety program.

Similar to the pilot effort in FFY 2018 and in support of the statewide Bike/Ped Master Plan, municipalities will be prioritized and targeted by crash data analysis and proactively offered grants. In response to this knowledge of where a large portion of these crashes are occurring, additional efforts to contact each of the identified municipalities will be made to encourage them to utilize a grant funded program that focuses on pedestrian safety in their area. A summary of each municipality’s pedestrian crash picture, along with demographic information, will be given to the municipalities to provide them with a better understanding of the problem, and in turn, promote their participation.

Anticipated activity timeline:

- 12. Fall 2019 – Complete pedestrian data analysis to identify and prioritize municipalities for grants
- 13. Fall/Winter 2019 – Schedule and conduct Pedestrian Enforcement Training Workshops for identified municipalities
- 14. Spring 2020 – Execute grant agreements

Activity-related media buys will be considered as we complete updates to our HSP-related statewide communications plan.

### Intended Subrecipients

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Pedestrian Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$300,000.00	\$0.00	

## Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Description of Highway Safety Problems

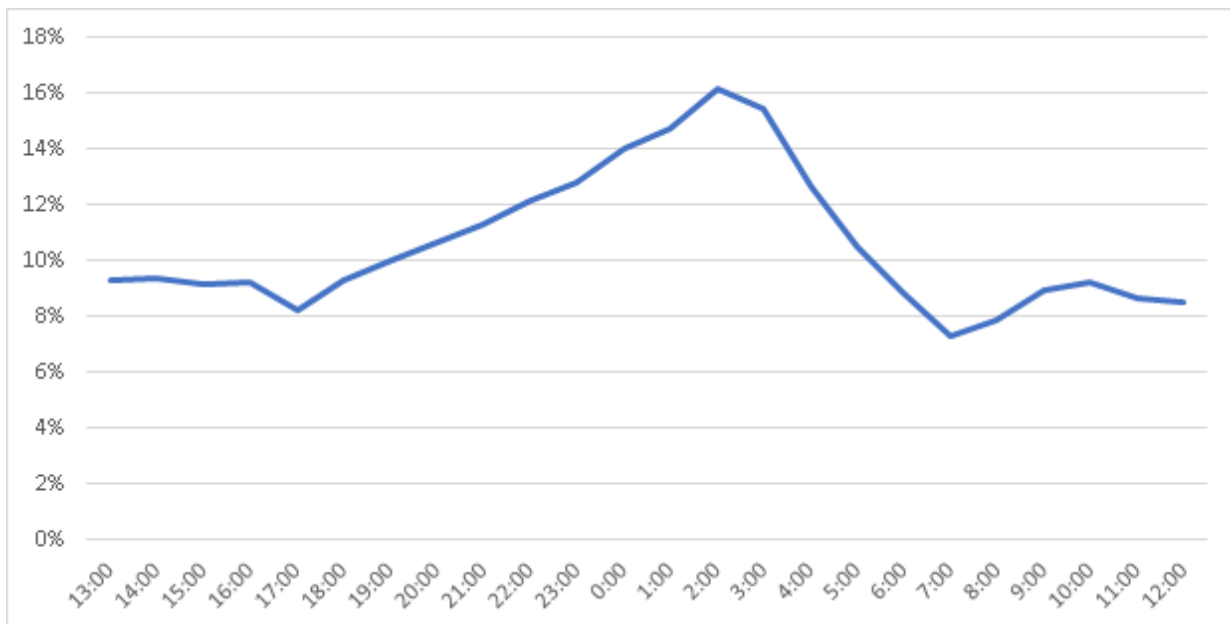
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. Historical data shows that the Pennsylvania seat belt use rate increased significantly when the state's first seat belt law was passed in 1987 and afterward there was a steady increase in use. The rate averaged 84% from 2010-2017 with slight increases in both 2016 and 2017.

In 2017, 7.9 percent of all people involved in crashes where belt usage was known and applicable were unbelted. The unbelted death rate is more than 16 times the belted death rate; 0.12% of belted occupants and 1.99% of unbelted occupants in reportable crashes died as a result of the crash. From 2013-2017, 82 percent of the children aged 0-4 who were involved in crashes and restrained in a child seat sustained no injury.

The number of unrestrained fatalities increased from 378 in 2017 to 398 in 2018. Despite this 5.3% increase from 2017 to 2018, the five-year average number of unrestrained passenger vehicle occupant fatalities continues to decrease. Unrestrained suspected serious injuries increased, from 911 in 2017 to 1,001 in 2018.

Thirty-four percent of the fatalities and suspected serious injuries that resulted from unrestrained crashes occurred between the hours of 10:00 p.m. and 5:00 a.m. The chart below shows unrestrained crashes as a percent of total crashes in Pennsylvania. There is a significant increase in unrestrained crashes during these hours.

**Unrestrained Crashes as Percent of Total Crashes by Hour of the Day 2018**



As shown below in the table *Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage 2014-2018*, over 5.8 percent of the reported teen driver crashes were unrestrained for 2014-2018. Additionally, the percentage of unrestrained drivers in the 20 to 29

age range remained above the state average. This is a concerning trend noticed in Pennsylvania. Our state media contractor has run targeted messaging to increase outreach to this age group. The Highway Safety Office has also placed an emphasis on media and enforcement of teen drivers in the hopes of establishing good driving behaviors early to seed future gains in the subsequent decade of life. Community Traffic Safety Projects have enhanced outreach efforts to colleges and universities towards reaching young drivers in the 20-29 age group to help support the idea of maintaining safe driving habits as they leave the teenage years. Also of concern is the number of crashes reported as ‘Other/Unknown’. Often the reporting officer has insufficient or conflicting information to make a decision when documenting belt use. PennDOT will continue reaching out to police departments which display higher than average usage of ‘Other/Unknown’ on crash reports to explore training opportunities which could increase the decision-making capabilities of reporting officers. Last year’s efforts resulted in a 1.6 percent reduction in the use of ‘Other/Unknown’ based on percentage of total applicable crashes.

**Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage: 2014-2018**

<b>Age</b>	<b>Restrained</b>	<b>Unrestrained</b>	<b>Other/Unknown n</b>	<b>Total</b>	<b>Percent Unrestrained</b>
16-19	72,860	5,031	7,656	85,547	5.88%
20-24	110,009	10,888	18,643	139,540	7.80%
25-29	92,081	9,191	18,496	119,768	7.67%
30-34	73,693	6,741	14,356	94,790	7.11%
35-39	62,345	5,168	11,617	79,130	6.53%
40-44	56,941	4,163	9,649	70,753	5.88%
45-49	59,485	4,002	9,309	72,796	5.50%
50-54	59,496	3,766	9,116	72,378	5.20%
55-59	54,315	3,179	8,037	65,531	4.85%
60-64	44,102	2,226	6,115	52,443	4.24%
65-69	32,401	1,553	4,010	37,964	4.09%
70-74	22,694	1,140	2,689	26,523	4.30%
75-79	15,356	805	1,721	17,882	4.50%
80-84	10,475	568	1,173	12,216	4.65%
85-89	6,192	326	690	7,208	4.52%

90-94	1,801	108	215	2,124	5.08%
>94	604	2,088	12,725	15,417	13.54%
Total	774,850	60,943	136,217	972,010	6.27%

*Note: Applicable Units include automobiles, small and large trucks, vans, and SUVs. Percent Unrestrained is the number of unrestrained drivers where restraint usage is known.*

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	340.6
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	89.9%

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility and Sustained OP Enforcement

### Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

#### Project Safety Impacts

State laws addressing younger children in vehicle restraints are different than those for adults in all states, as younger children require restraints appropriate to their size and weight. In addition to enforcement operations targeting compliance with child restraint laws, communication and educational programs designed to educate motorists on the proper installation and usage of child restraints have been shown to reduce the likelihood of injury due to improperly secured children in a crash.

#### Linkage Between Program Area

Activities designed to increase child restraint use by the appropriate age groups allow states to address all age ranges as part of a comprehensive highway safety program. These efforts provide short- and long-term benefits as children learn valuable safety lessons which eventually support adult driving practices.

## Rationale

This countermeasure was selected in support of the qualification criteria under §1300.21.

The level of funding allocated to this countermeasure reflects an amount necessary to support and maintain satisfactory and regulatory-required levels of child restraint-related services across the Commonwealth.

Evidence of Effectiveness:

CTW, Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1, 7.2; HSP Guidelines No. 20, VI

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
471140	PA State Police Traffic Safety Initiatives
CP-2020-02	Statewide Child Passenger Safety Program Coordination

## Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: **471140**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 5 Tasks:

15. Impaired Driving Enforcement and Initiatives
16. Child Passenger Safety (CPS) Fitting Stations
17. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
18. Occupant Protection
19. State Police Selective Traffic Enforcement Program (STEP)

### Task 1 - Impaired Driving Enforcement and Initiatives

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just over 40 percent of crashes from 2014 to 2018 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility

impaired driving enforcement across the Commonwealth. In 2018, the PSP conducted over 1,400 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2018 resulted in nearly 38,000 vehicle contacts and almost 1,500 of those motorists were arrested for impaired driving.

### **Task 2 - Child Passenger Safety (CPS) Fitting Stations**

The fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in an accident, and studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to offer child passenger safety restraints in each PSP station statewide.

### **Task 3 & 5 - The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)/State Police Selective Traffic Enforcement Program (STEP)**

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases.

### **Task 4 - Occupant Protection**

The Pennsylvania State Police (PSP) will participate in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities will include saturation patrols, conducting press events and preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some activity aimed at the proper use of child passenger safety restraints.



Guidelines for enforcement activities, along with targets and objectives, will be provided to Troop or Area Commanders. The commanders will then use multiple data sources to decide when and where to conduct overtime enforcement. Data sources include historical data, evaluations of previous enforcement campaigns, direct knowledge of incidents in the area, and analysis of incident reports to identify high crash corridors.

**Intended Subrecipients**

Pennsylvania State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$192,889.95	\$0.00	
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,358,661.21	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$243,891.76	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$2,018,508.24	\$0.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$74,249.60	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$546,063.71	\$0.00	\$0.00

2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$225,093.66	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,655,436.29	\$5,100,000.00	\$0.00

### Planned Activity: Statewide Child Passenger Safety Program Coordination

Planned activity number: **CP-2020-02**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (PA AAP) to deliver a statewide child passenger safety program through the Traffic Injury Prevention Program (TIPP). TIPP serves as the state’s CPS resource center, maintaining an 800 number (1-800-227-2358), website, and a variety of print and video resources for Highway Safety agencies and the public. The contract also provides for some specific deliverables in the broad categories of education, CPS technician certification, the state’s child restraint loan program, and activities during Child Passenger Safety Week.

**Child Passenger Safety Technician Certification Training:** Implement and oversee the administration and the credibility of Child Passenger Safety Technician courses, taught statewide. The technicians staff the Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use. They are also police, firefighters, EMS, and community volunteers. Administer the update/refresher courses, special needs classes, and medical staff trainings. Conduct outreach to recruit new technicians and establish Inspection Stations based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 2005.

**Public Education and Outreach Training:** Provide educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints and of the penalties possible for not using them. The outreach is proved to the general public, hospitals, pre-schools and schools, law enforcement, and the child transport industry.

**Car Seat Loaner Programs:** The cost of obtaining child restraints can be a barrier to some families in using them. A Child Passenger Restraint Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraint seats or child booster seats for loaner programs to distribute to qualified families. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loan Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is publicly available on the project’s website.

The fines monies and supplemental Motor License Funds used for purchasing child restraints or child booster seats are counted towards the Maintenance of Effort (MOE) requirement for 23 U.S.C. 405(b) occupant protection funds.

**20. Child restraint inspection stations (§ 1300.21 (d)(3))**

**1. Population Coverage**

1. Pennsylvania maintains an active network and directory of Child Restraint Inspection Stations in 66 of 67 counties (99.85% population coverage).

**2. Underserved Areas**

1. The one county, Montour which is not served by an Inspection Station, is served by a Car Seat Loaner Program (car seats provided with State funds) for low-income families and nine child passenger safety technicians. Approximately half, 53.8 percent, of these Loaner Programs are operated by nationally certified Child Passenger Safety Technicians. All these counties are served through Hospital Education as required by 75 Pa.C.S. § 4583 and provided through RFP 3513R07 and PennDOT subgrantee Community Traffic Safety Projects through child passenger safety educational outreach and awareness programs.

1. 75 Pa.C.S. § 4583. Hospital information program.

1. (a) Availability of restraint devices. --The hospital, in conjunction with the attending physician, shall provide the parents of any newborn child with any information regarding the availability of loaner or rental programs for child restraint devices that may be available in the community where the child is born.

2. (b) Instruction and education programs. --The department shall provide instructional and educational program material through all current public information channels and to all relevant State and Federally funded, community-based programs for maximum distribution of information about this child passenger protection law.

**3. Contract #4400013780 Task A – Hospital Education**

1. The Traffic Injury Prevention Project will, under this contract,
2. Assist all Pennsylvania hospitals having a birthing and/or pediatric department in achieving the legislative requirements pertaining to child passenger safety described in PA Title 75 § 4583.

3. Assess needs at each individual hospital and to evaluate community needs through data driven analysis and target resources appropriately.
4. Develop, maintain, and distribute posters, pamphlets, etc.; provide knowledgeable replies to questions about laws, recommendations, and best practices; provide AV materials for loan; and provide training and technical assistance on correct use of car seats.
5. Monitor the program for effectiveness and adjust the program as needed.

#### **4. Staffing**

1. All 203 Child Restraint Inspection Stations statewide are operated by nationally certified Child Passenger Safety Technicians during working hours.

### **21. Child passenger safety technicians (§ 1300.21 (d)(4))**

#### **1. Recruiting, training, and maintaining a “sufficient number” of CPS Technicians**

1. Pennsylvania maintains an active network and directory of Child Passenger Safety Technicians in 66 of 67 counties (99.57% population coverage). The county is covered by an Inspection Station operated by the Pennsylvania State Police to provide CPS services. There are 1,692 CPS Technicians and Instructors in Pennsylvania. Technicians operate all – 203 Child Restraint Inspection Stations statewide during working hours and at least one technician is available during each inspection event conducted in the State.
2. The 2018 recertification rate for Pennsylvania was 61.9 percent with 500 out of 808 certified child passenger safety technicians completing the recertification requirements. The recertification rate was above the National average of 55.7 percent. A Child Passenger Safety Technical Update class, approved to meet the six CPS CEUs toward recertification is developed and offered statewide. On average, 28 child passenger safety technical updates are provided (FY 2014-2015: 30 classes; FY 2015-2016: 27 classes; FY 2016-2017: 30 classes; FY 2017-2018: 28; FY 2018-2019: 26 classes conducted and scheduled).
3. Pennsylvania annually provides, on average, 24 Standardized Child Passenger Safety classes (FY 2014-2015: 24 classes; FY 2015-2016: 21 classes; FY 2016 – 2017: 28 classes; FY 2017 – 2018: 22; FY 2018-2019: 25 classes conducted and scheduled)
4. To recruit, train and maintain child passenger safety technicians strategically located throughout Pennsylvania, the Selected Offeror will:

1. Based on the observed recertification rate, conduct a minimum of 10 child passenger safety certification classes to offset the annual lapses in certifications and ensure adequate coverage of inspection stations and events. Outreach for participation in the certification class is conducted in counties identified through the population-based level of service assessment. Currently, 11 + 2 (May 2019 – September 2019 + 2 October to December 2019) Standardized Child Passenger Safety Certification classes are scheduled. (May: Jefferson, Luzerne, Franklin, Philadelphia, Dauphin, Erie; June: Union, Allegheny, Lancaster; August: York, Berks; October: Allegheny; December: Washington)
2. Develop a one-day child passenger safety technical update approved for the six continuing education units (CEUs) annually.
5. Conduct a minimum of 20 child passenger safety technical update classes for child passenger safety technician instructors and child passenger safety technicians
6. In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative trainings for FFY 19.

Classes	Location	Estimated Students
1	Confirmed – Blair County	10 - 12
2	Confirmed – Clarion County	10 - 12
3	Confirmed – Dauphin County	25 - 30
4	Confirmed – Erie County	10 - 12
5	Confirmed – Lehigh County	25 - 30
6	Confirmed – McKean County	10 - 12
7	Confirmed – Westmoreland County	10 - 12
8	Tentative – Allegheny County	10 - 12
9	Tentative – Blair County	20 - 25
10	Tentative – Bradford County	12 - 15
11	Tentative – Cambria/Somerset County	12 - 15

12	Tentative – Centre County	12 - 15
13	Tentative – Columbia County	12 - 15
14	Tentative – Franklin County	12 - 15
15	Tentative – Indiana County	10 - 12
16	Tentative – Lackawanna County	12 - 15
17	Tentative – Lancaster County	25 - 30
18	Tentative – Luzerne County	12 – 15
19	Tentative – Lycoming County	12 – 15
20	Tentative – Mercer County	10 – 12
21	Tentative – Monroe County	12 – 15
22	Tentative – Montgomery County	20 – 25
23	Tentative – Philadelphia County	15 – 20
24	Tentative – Schuylkill County	12 - 15
25	Tentative – Tioga County	12 – 15
26	Tentative – Union County	10 – 12
27	Tentative – Washington County	10 - 12
28	Tentative – Wayne County	12 - 15

**22. Contract #4400013780 Task C – Certification Program Assistance**

1. The Traffic Injury Prevention Project will, under this contract
  1. Maintain the National Child Passenger Safety Certification Program in Pennsylvania and meet the recommendations and requirements for the program set by the National Highway Traffic Safety Administration.
  2. Assess statewide needs using data driven analysis and complete all activities related to conducting NHTSA-approved child passenger safety technician courses, recertification courses, and continuing education units for certified technicians.
  3. Create and maintain a list of all technicians and instructors and matching those with events and public requests as needed.
  4. Serve as a knowledgeable resource for certified technicians, instructors, public and private agencies, and the public.

5. Obtain and maintain CPS Technician certification for 7 staff positions funded under this contract
6. Monitor the program for effectiveness and adjust the program as needed.

### Intended Subrecipients

Pennsylvania Chapter of the American Academy of Pediatrics (PA AAP)

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$241,840.62	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$745,000.00	\$0.00	\$0.00

### Countermeasure Strategy: High Visibility and Sustained OP Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

#### Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speeding, occupant protection, and impaired driving enforcement. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

#### **Seat Belt Enforcement (§ 1300.21 (e)(3)):**

Periodic High-Visibility Belt Law Enforcement

Decreasing unbelted crashes depends upon identifying high crash locations and planning and implementing interventions and countermeasures to address the problem. The PennDOT

Highway Safety Office will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plans covering every county for the Thanksgiving 2019 and May Click It or Ticket 2020 mobilizations and for the targeted Teen Seat Belt and Child Passenger Safety Week mobilizations. Each mobilization will have a detailed action plan created for implementing the enforcement and post enforcement reporting. These plans will be accompanied by earned and in some cases state funded media planned statewide in the state media plan and regionally by the highway safety teams.

23. Mobilization 1: Teen Seat Belt Mobilization (October 14 – October 26, 2019)
  1. Theme – Teen Driver Laws
24. Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 25 – December 8, 2019)
  1. Theme – “Operation Safe Holiday”
25. Mobilization 3: Memorial Day “Click-it-or-Ticket” Mobilization (May 18 - June 7, 2020)
  1. Theme – Border to Border Enforcement
26. Mobilization 4: Child Passenger Safety Mobilization (September 13 – September 26, 2020)
  1. Theme – Proper Child Seat Usage

### **Population Coverage**

Funded municipal police departments cover 35.22 percent of the total geographic areas where 2018 unrestrained passenger vehicle occupant fatalities occurred. Every PSP Troop receives dedicated funding to participate in the established mobilizations in locations where there is no dedicated municipal enforcement. These full-time PSP operations cover 54.61 percent of the total 2018 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 89.83 percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.



Planned Police Department Coverage of 2018 Unrestrained Fatalities					
COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ADAMS	CUMBERLAND TOWNSHIP	1	LANCASTER	NEW HOLLAND BOROUGH	2
ALLEGHENY	BALDWIN BOROUGH	1	LANCASTER	WEST HEMPFIELD TOWNSHIP	2
ALLEGHENY	INDIANA TOWNSHIP	2	LAWRENCE	ELLWOOD CITY BOROUGH	1
ALLEGHENY	MOUNT LEBANON	1	LAWRENCE	NEW CASTLE CITY	3
ALLEGHENY	MUNHALL BOROUGH	1	LEBANON	NORTH LEBANON TOWNSHIP	1
ALLEGHENY	PITTSBURGH CITY	5	LEBANON	SOUTH LONDONDERRY TOWNSHIP	1
ALLEGHENY	PLUM BOROUGH	2	LEHIGH	ALLENTOWN CITY	2
ALLEGHENY	SCOTT TOWNSHIP	1	LEHIGH	UPPER MACUNGIE	1
ALLEGHENY	WEST MIFFLIN	2	LEHIGH	UPPER SAUCON TOWNSHIP	2
ALLEGHENY	WHITE OAK BOROUGH	1	LEHIGH	WHITEHALL TOWNSHIP	1
ARMSTRONG	KISKIMINETAS TOWNSHIP	1	LUZERNE	WHITE HAVEN BOROUGH	1
BEAVER	NORTH SEWICKLEY TOWNSHIP	1	LUZERNE	WILKES BARRE CITY	2
BERKS	AMITY TOWNSHIP	2	LYCOMING	WILLIAMSPORT CITY	2
BERKS	BETHEL TOWNSHIP	1	MERCER	JEFFERSON TOWNSHIP	2
BERKS	MUHLENBERG TOWNSHIP	1	MIFFLIN	MIFFLIN COUNTY REGIONAL	1
BERKS	NORTHERN BERKS REGIONAL	1	MONROE	POCONO MOUNTAIN REGIONAL	1
BERKS	READING CITY	1	MONROE	POCONO TOWNSHIP	2
BERKS	ROBESON TOWNSHIP	1	MONTGOMERY	LOWER MERION TOWNSHIP	1
BLAIR	LOGAN TOWNSHIP	1	MONTGOMERY	LOWER MORELAND TOWNSHIP	2
BUCKS	BEDMINISTER TOWNSHIP	1	MONTGOMERY	PLYMOUTH TOWNSHIP	1
BUCKS	BENSALEM TOWNSHIP	1	MONTGOMERY	UPPER DUBLIN TOWNSHIP	2
BUCKS	BRISTOL TOWNSHIP	2	MONTGOMERY	UPPER MORELAND TOWNSHIP	1
BUCKS	BUCKINGHAM TOWNSHIP	1	MONTGOMERY	UPPER POTTSBORO TOWNSHIP	1
BUCKS	FALLS TOWNSHIP	2	MONTGOMERY	WHITEMARSH TOWNSHIP	1
BUCKS	HILLTOWN TOWNSHIP	1	NORTHAMPTON	LEHIGH TOWNSHIP	5
BUCKS	NEW BRITAIN TOWNSHIP	1	NORTHAMPTON	NAZARETH AREA	1
BUCKS	NEWTOWN TOWNSHIP	1	NORTHAMPTON	PALMER TOWNSHIP	1
BUCKS	NORTHAMPTON TOWNSHIP	1	NORTHUMBERLAND	COAL TOWNSHIP	2
BUCKS	WARMINSTER TOWNSHIP	1	NORTHUMBERLAND	MOUNT CARMEL TOWNSHIP	1
BUCKS	WARRINGTON TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	4
BUTLER	BUTLER TOWNSHIP	3	PIKE	EASTERN PIKE REGIONAL	1
CARBON	KIDDER TOWNSHIP	1	SCHUYLKILL	BUTLER TOWNSHIP	1
CHESTER	EAST VINCENT TOWNSHIP	1	SCHUYLKILL	WEST PENN TOWNSHIP	2
CHESTER	SOUTHERN CHESTER COUNTY REGIONAL	1	SOMERSET	CONEMAUGH TOWNSHIP	1
CHESTER	VALLEY TOWNSHIP	1	UNION	BUFFALO VALLEY REGIONAL	2
CHESTER	WEST CHESTER BOROUGH	1	WASHINGTON	NORTH STRABANE TOWNSHIP	1
CHESTER	WESTTOWN/EAST GOSHEN REGIONAL	1	WASHINGTON	SOUTH STRABANE TOWNSHIP	1
CLEARFIELD	LAWRENCE TOWNSHIP	1	WESTMORELAND	GREENSBURG CITY	1
COLUMBIA	HEMLOCK TOWNSHIP	1	WESTMORELAND	LOWER BURRELL CITY	1
COLUMBIA	TOWN OF BLOOMSBURG	1	WESTMORELAND	NORTH HUNTINGDON TOWNSHIP	2
CUMBERLAND	HAMPDEN TOWNSHIP	1	YORK	CARROLL TOWNSHIP	1
DAUPHIN	DERRY TOWNSHIP	1	YORK	SPRINGETTSBURY TOWNSHIP	1
DAUPHIN	HARRISBURG CITY	3	YORK	WEST MANCHESTER TOWNSHIP	1
DAUPHIN	SUSQUEHANNA TOWNSHIP	1	YORK	YORK AREA REGIONAL	1
DELAWARE	EDDYSTONE BOROUGH	1	PA STATE POLICE	Troop A	18
DELAWARE	HAVERFORD TOWNSHIP	1	PA STATE POLICE	Troop B	23
DELAWARE	RIDLEY TOWNSHIP	2	PA STATE POLICE	Troop C	25
DELAWARE	UPPER DARBY TOWNSHIP	1	PA STATE POLICE	Troop D	15
ELK	SAINT MARYS CITY	1	PA STATE POLICE	Troop E	18
ERIE	MILLCREEK TOWNSHIP	1	PA STATE POLICE	Troop F	13
FAYETTE	UNIONTOWN CITY	1	PA STATE POLICE	Troop G	19
FRANKLIN	CHAMBERSBURG	1	PA STATE POLICE	Troop H	18
FRANKLIN	WASHINGTON TOWNSHIP	2	PA STATE POLICE	Troop J	18
LACKAWANNA	ARCHBALD BOROUGH	2	PA STATE POLICE	Troop K	6
LACKAWANNA	CARBONDALE TOWNSHIP	1	PA STATE POLICE	Troop L	20
LACKAWANNA	JESSUP BOROUGH	1	PA STATE POLICE	Troop M	9
LACKAWANNA	MOOSIC BOROUGH	1	PA STATE POLICE	Troop N	8
LACKAWANNA	SCOTT TOWNSHIP	1	PA STATE POLICE	Troop P	8
LACKAWANNA	SCRANTON CITY	4	PA STATE POLICE	Troop R	7
LANCASTER	EAST LAMPETER TOWNSHIP	2	PA STATE POLICE	Troop T	6
LANCASTER	MANHEIM BOROUGH	1			
2018 Unrestrained Fatalities Covered by Municipal PDs					149
2018 Unrestrained Fatalities Covered by PA State Police*					231
Total 2018 Unrestrained Fatalities Covered					380
Total 2018 Unrestrained Fatalities					423
Percent of Total Unrestrained Fatalities Coverage					89.83%

\*PA State Police conduct traffic enforcement, including occupant protection enforcement, where there is no other full-time municipal enforcement. The fatality coverage is derived from these areas.

## **Sustained Belt Law Enforcement**

Municipal police departments requesting funding to participate in the designated mobilization periods are required to accept a “Zero Tolerance” for drivers and passengers who ride unbuckled both during funded operations and routine patrols. A “Zero Tolerance” policy during routine patrols insures a minimum level of sustained seat belt enforcement during non-mobilization periods for the counties covered by the funded departments.

Pennsylvania State Police (PSP) policy language indicates “[m]embers are strongly encouraged to adopt a zero-tolerance policy towards any violation of the Commonwealth’s seat belt and child passenger restraint laws.” Formal “Zero Tolerance” policies are avoided in the PSP to minimize the appearance of quota establishment. Seat belt and child restraint citations written throughout the year are an indicator of sustained focus towards occupant protection enforcement.

Additionally, the PSP utilize training videos periodically which encourage and promote seat belt and child restraint enforcement to their Troopers. These videos help reinforce the need to enforce the primary and secondary occupant protection laws in Pennsylvania.

### **High Risk Population Countermeasures (§ 1300.21 (e)(4)):**

#### **Unrestrained Nighttime Drivers (10 p.m. to 5 a.m.) Seat Belt Enforcement (§ 1300.21(e)(4)(ii))**

As shown in the Occupant Protection (Adult and Child Passenger Safety) Program Area Description chart, the rate of unrestrained crashes, suspected serious injuries, and fatalities increases at night. To target this problem, a percentage of mobilization enforcement will be conducted at nighttime. Additionally, coordinated communication and enforcement plans will be distributed to Impaired Driving Projects. This media strategy will run during the Thanksgiving and May Seat Belt Mobilizations. The goal of this effort is to reduce both unbelted and impaired crashes and fatalities through coordinated enforcement and media plans. There will be no consolidation of funding sources for these efforts between the different types of enforcement. In the past, grantees have been required to conduct all enforcement during the Thanksgiving mobilization at night and 50 percent of Memorial Day mobilization enforcement at night. For FFY 2020, similar rates of nighttime enforcement is planned.

#### **Teen Seat Belt Enforcement (§ 1300.21 (e)(4)(iii))**

A high-visibility enforcement and education mobilization aimed at teen drivers will be conducted as a low use population countermeasure. Activities will include education programs in high schools, roving patrols, minicade informational sites, and earned media. Short-term, high-visibility enforcement campaigns have been shown to increase belt use more among traditionally lower belt-use groups, including young drivers, than among higher belt-use drivers. Enforcement operations focusing on teen drivers can be expected to improve belt usage within the targeted age group and provide lasting impact to reduce the immediate increases observed in unrestrained crashes for ages 20 to 29.

### Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

### Rationale

This countermeasure was selected to ensure participation in national mobilizations and in support of the qualification criteria required under §1300.21.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 350 municipal police departments can participate in the Commonwealth's high visibility and sustained occupant protection enforcement efforts.

Evidence of Effectiveness:

Countermeasures That Work

Chapter 2: Sections 2.1, 2.2, 2.3, 3.1, 3.2, 5.1, 6.1, 7.1

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
471140	PA State Police Traffic Safety Initiatives
OP-2020-02	Municipal Occupant Protection Enforcement & Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program

### Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: **471140**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 5 Tasks:

27. Impaired Driving Enforcement and Initiatives

28. Child Passenger Safety (CPS) Fitting Stations
29. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
30. Occupant Protection
31. State Police Selective Traffic Enforcement Program (STEP)

### **Task 1 - Impaired Driving Enforcement and Initiatives**

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just over 40 percent of crashes from 2014 to 2018 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. In 2018, the PSP conducted over 1,400 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2018 resulted in nearly 38,000 vehicle contacts and almost 1,500 of those motorists were arrested for impaired driving.

### **Task 2 - Child Passenger Safety (CPS) Fitting Stations**

The fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in an accident, and studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to offer child passenger safety restraints in each PSP station statewide.

### **Task 3 & 5 - The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)/State Police Selective Traffic Enforcement Program (STEP)**

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year’s, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases.

**Task 4 - Occupant Protection**

The Pennsylvania State Police (PSP) will participate in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities will include saturation patrols, conducting press events and preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some activity aimed at the proper use of child passenger safety restraints.

Guidelines for enforcement activities, along with targets and objectives, will be provided to Troop or Area Commanders. The commanders will then use multiple data sources to decide when and where to conduct overtime enforcement. Data sources include historical data, evaluations of previous enforcement campaigns, direct knowledge of incidents in the area, and analysis of incident reports to identify high crash corridors.

**Intended Subrecipients**

Pennsylvania State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$192,889.95	\$0.00	

2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,358,661.21	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$243,891.76	\$0.00	
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$2,018,508.24	\$0.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$74,249.60	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$546,063.71	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$225,093.66	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,655,436.29	\$5,100,000.00	\$0.00

### Planned Activity: Municipal Occupant Protection Enforcement & Education Program

Planned activity number: **OP-2020-02**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Municipal police participation in occupant protection enforcement operations will be coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement sub grants will use an allocation formula based on unrestrained crash data along with an assessment of individual LEA capacity to fulfill the grant requirements. This process will ensure that LEAs funded for seat belt enforcement will represent at least 70 percent of the statewide unrestrained crashes. This project will participate in both CIOT and Thanksgiving mobilizations. Additionally, the project will conduct a Teen Seat Belt mobilization and CPS Enforcement mobilization.

The Teen Seat Belt mobilization helps to improve usage among a targeted high-risk population. Another occupant protection identified high-risk population is nighttime drivers. An effort to target this population is included in major occupant protection mobilizations by requiring municipal departments to conduct 50% of enforcement during nighttime hours. For additional information about these high-risk populations please see the Occupant Protection Program Area and the OP High Visibility & Sustained Enforcement Countermeasure Strategy descriptions.

This project will also provide Law Enforcement Liaison support services to provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas and municipal police departments, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and prepare reports as necessary.

**Budget Breakdown:**

Personnel (LELs) - \$343,000

Program Support (General Admin; Overtime OP Enforcement) - \$1,542,000

**Intended Subrecipients**

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained OP Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$467,439.51	\$0.00	\$467,439.51
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,417,080.66	\$0.00	\$1,417,080.66

**Planned Activity: Municipal Police Traffic Services Enforcement Program**

Planned activity number: **PT-2020-04**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2020 that fund municipal police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT currently funds eight (8) of these grants and will add at least one (1) additional grantee in FFY 2020.

### Intended Subrecipients

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$350,924.58	\$0.00	\$350,924.58
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,063,856.24	\$0.00	\$1,063,856.24



## Program Area: Planning & Administration

### Description of Highway Safety Problems

Public Law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Bureau of Maintenance and Operations, Program Services Unit, is responsible for Pennsylvania's Highway Safety Program.

### Associated Performance Measures

### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-2020-01	Planning & Administration - PA Highway Safety Office Management	

### Planned Activity: Planning & Administration - PA Highway Safety Office Management

Planned activity number: **PA-2020-01**

Primary Countermeasure Strategy ID:

### Planned Activity Description

23 CFR § 1300.4 describes the authority and functions of a State Highway Safety Agency. Standard components of any state highway safety program include Planning and Administration and Program Management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This planned activity captures those Planning & Administration costs not applicable to Program Management.

### Intended Subrecipients

Pennsylvania Department of Transportation

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$86,814.58	\$87,000.00	\$0.00
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$263,185.42	\$264,000.00	\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Aggressive driving behavior includes speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly. On average, between 2014 and 2018, almost 11 percent of all fatalities and just over nine percent of all suspected serious injuries were a result of aggressive driving. During this same timeframe, 41.5 percent of all fatalities and 31.4 percent of suspected serious injuries were a result of speeding related crashes. In a crash that is deemed aggressive, speed is typically the most common contributing factor.

Despite decreases in speeding-related fatalities in recent years, speed remains a causal factor in roughly 36 percent of crashes. To ensure the data continues to trend downward Pennsylvania will focus on implementing recommendations from the current Strategic Highway Safety Plan and from the Speed Management Action Plan prepared for PennDOT by Federal Highway Administration and through the contractor Leidos. Coordination with the HSIP program will be invaluable towards a comprehensive approach to reducing speed-related crashes on Commonwealth roadways. Strategies supported among our traffic safety stakeholder network and promoted by the SHSP and Speed Management Action Plan include increasing the use of new technologies, education and outreach programs, and law enforcement efforts.

It is anticipated that the extra enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, and a lasting change in motorist behavior. Law enforcement agencies in Pennsylvania are provided overtime enforcement funding to implement proven and cost-effective traffic safety enforcement strategies.

Speeding and aggressive driving enforcement is also provided in specific problem areas. The Pennsylvania Aggressive Driving Enforcement and Education Project (PA ADEEP), works with municipal law enforcement agencies (LEA), who cover problematic aggressive driving and speeding crash/injury jurisdictions. Once a jurisdiction is selected, a .pdf file containing aggressive driving and speeding crash data is given to the applicable police department upon request. The police use this information for operational planning purposes.

State crash data shows a 10.24 percent reduction in distracted driving suspected serious injuries and a 3.17 percent increase in distracted driving fatalities from 2017 to 2018. It is believed that the actual number of distracted driving crashes is much higher, but many go unreported because the cause is not apparent to the investigating officer. Cell phone usage while driving is a major contributing factor in distracted driving crashes since brain activity needed to focus on the road is dangerously compromised. Besides texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/MP3/CD player also contributes to driver distraction. According to NHTSA's *Traffic Safety Facts, Distracted Driving in Fatal Crashes, 2017* (April 2019), "Eight percent of drivers age 15 to 19 years old, that are involved in fatal crashes were distracted at the time of the crashes. This age group has the largest proportion of drivers within each respective age group who distracted."

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	436.2

## Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility and Sustained PTS Enforcement

### Countermeasure Strategy: High Visibility and Sustained PTS Enforcement

Program Area: **Police Traffic Services**

#### Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, and impaired driving enforcement. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

#### Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing casual factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the casual factors, the appropriate geographic locations to target, and the allocation of available resources.

## Rationale

Over 36 percent of all fatalities were a result of speeding related crashes and almost 11 percent of all fatalities were a result of aggressive driving. This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts, ensuring enforcement is directed at the most problematic driving behaviors as defined by crash data. Mobilizations and sustained enforcement are identified for this countermeasure as part of our annual traffic safety enforcement planning calendar.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 325 municipal police departments can participate in the Commonwealth's high visibility and sustained aggressive driving/speed enforcement efforts.

Evidence of Effectiveness:

Countermeasures That Work

Chapter 3: Sections 2.2, 2.3, 4.1

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
471140	PA State Police Traffic Safety Initiatives
PT-2020-02	Municipal Aggressive Driving Enforcement and Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program
PT-2020-06	PA State Police - LIDAR Pilot

### Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: **471140**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 5 Tasks:

32. Impaired Driving Enforcement and Initiatives
33. Child Passenger Safety (CPS) Fitting Stations
34. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
35. Occupant Protection

## 36. State Police Selective Traffic Enforcement Program (STEP)

### **Task 1 - Impaired Driving Enforcement and Initiatives**

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just over 40 percent of crashes from 2014 to 2018 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. In 2018, the PSP conducted over 1,400 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2018 resulted in nearly 38,000 vehicle contacts and almost 1,500 of those motorists were arrested for impaired driving.

### **Task 2 - Child Passenger Safety (CPS) Fitting Stations**

The fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in an accident, and studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to offer child passenger safety restraints in each PSP station statewide.

### **Task 3 & 5 - The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)/State Police Selective Traffic Enforcement Program (STEP)**

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases.

## Task 4 - Occupant Protection

The Pennsylvania State Police (PSP) will participate in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities will include saturation patrols, conducting press events and preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some activity aimed at the proper use of child passenger safety restraints.

Guidelines for enforcement activities, along with targets and objectives, will be provided to Troop or Area Commanders. The commanders will then use multiple data sources to decide when and where to conduct overtime enforcement. Data sources include historical data, evaluations of previous enforcement campaigns, direct knowledge of incidents in the area, and analysis of incident reports to identify high crash corridors.

### Intended Subrecipients

Pennsylvania State Police

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$192,889.95	\$0.00	
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,358,661.21	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$243,891.76	\$0.00	

2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$2,018,508.24	\$0.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$74,249.60	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$546,063.71	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$225,093.66	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,655,436.29	\$5,100,000.00	\$0.00

**Planned Activity: Municipal Aggressive Driving Enforcement and Education Program**

Planned activity number: **PT-2020-02**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Municipal police participation in aggressive driving enforcement operations will be coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement subgrants will utilize an allocation formula based on aggressive driving-related data. Eligible governmental units are identified based on police jurisdictional coverage of high-crash areas and other data.

This project will also provide Law Enforcement Liaison support services to provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas and municipal police departments, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and prepare reports as necessary.

There will be three statewide aggressive driving waves throughout the year in addition to sustained enforcement. One of the three waves will have a distracted driving theme in coordination with April being National Distracted Driving Awareness Month. Drivers sometimes unknowingly commit aggressive driving actions while distracted. The officers doing the enforcement will be looking for distracted drivers along with aggressive drivers.

Budget Breakdown:

Personnel (LELs) - \$335,000

Program Support (General Admin; Overtime AG Enforcement) - \$1,725,000

**Intended Subrecipients**

Eligible applicants include local governments\*.



\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility and Sustained PTS Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$427,807.14	\$0.00	\$427,807.14
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,296,931.93	\$0.00	\$1,296,931.93

### Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: **PT-2020-04**

Primary Countermeasure Strategy ID:

### Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2020 that fund municipal police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT currently funds eight (8) of these grants and will add at least one (1) additional grantee in FFY 2020.

### Intended Subrecipients

Eligible applicants include local governments\*.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law),

any other regional or interstate government entity, or any agency or instrumentality of a local government.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$350,924.58	\$0.00	\$350,924.58
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,063,856.24	\$0.00	\$1,063,856.24

**Planned Activity: PA State Police - LIDAR Pilot**

Planned activity number: **PT-2020-06**

Primary Countermeasure Strategy ID: **High Visibility and Sustained PTS Enforcement**

**Planned Activity Description**

Speeding and aggressive driving continue to be leading causes in highway fatalities in Pennsylvania and across the nation. Pennsylvania recently passed legislation amending PAVC 3368(c)(5) allowing LIDAR as a speed timing device to be used by the Pennsylvania State Police. While traditional stationary RADAR speed enforcement continues to be effective it has limitations in congested area, particularly to take enforcement on aggressive drivers. In the past some of these areas could only be effectively enforced with the use of aircraft, which is both costly and time consuming as it involves several members and an aircraft to conduct a single detail. Continued innovation in speed testing devices and speed reduction strategies are essential to the removal of speeding and aggressive drivers from the highway.

Deploy a minimum of 75 LIDAR devices for use in speed enforcement. Train patrol members in the use of LIDAR. Develop additional deployment strategy and adjust initial deployment as needed. Develop policy and procedures. Use devices in congested areas where RADAR is difficult to use. These devices will support speed enforcement as part of STEP and PAADEEP

patrols. They will also be used during holiday enforcement and various other HVE programs to reduce speed and aggressive driving related crashes.

Upon completion of the pilot an evaluation will be provided by PSP.

**Intended Subrecipients**

Pennsylvania State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
High Visibility and Sustained PTS Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$62,010.41	\$0.00	\$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$187,989.59	\$0.00	\$0.00

## Program Area: Traffic Records

### Description of Highway Safety Problems

Pennsylvania's traffic records system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The statewide traffic records system is used to perform problem identification, establish targets and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

Crash record management is divided into three sections. The reports section sorts, categorizes, batches, and prepares paper crash reports from the field and insures that the reports are scanned into the Crash Report System (CRS). The analysis section uses the CRS to validate crash information coming in from paper and electronic police crash reports and checks the incoming data against a set of roughly 400 edits. The information systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART), Pennsylvania Crash Information Tool (PCIT), and other analysis tools to retrieve summarized data. Those requesting data include engineers, the media, the Attorney General's office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies.

Projects that will be implemented in FFY 2020 to improve the state data system are outlined in the 2020 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified recommendations and considerations in the system, crash records performance measures, and updates on ongoing projects.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Completeness	2020	Annual	0.65
2020	Accuracy	2020	Annual	0.23
2020	Timeliness	2020	Annual	10

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves one or more performance measures of a core highway safety database
Improves one or more performance measures of one or more core highway safety databases

Countermeasure Strategy: Improves one or more performance measures of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

States should establish and implement a complete and comprehensive traffic records program. This program, including the associated traffic crash data, is essential for the performance of planning, problem identification, operational management and control, tracking of safety trends, and the implementation and evaluation of highway safety countermeasures and activities.

Linkage Between Program Area

Traffic records programs provide crash data and other information specific to the problem identification process used through state highway safety program management.

Rationale

In addition to implementing recommendations from the latest state Traffic Records Assessment, this countermeasure was selected to enable improvements to one or more performance measures of a core highway safety database.

The level of funding reflects the projected costs determined to complete the planned activities as approved by the Pennsylvania Traffic Records Coordinating Committee.

Evidence of Effectiveness:

HSP Guidelines No. 10

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M3DA-2020-01	Crash Reporting Law Enforcement Liaison Project
M3DA-2020-02	Crash Architecture and Public/Private Data Interface

Planned Activity: Crash Reporting Law Enforcement Liaison Project

Planned activity number: **M3DA-2020-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

The project's overall goal is designed to address the following:

1. Increase the speed with which data are entered into a traffic crash database through electronic reporting by decreasing the amount of time it takes to prepare and post a crash report. We would like to improve timeliness to an average of 8 days per case in FFY 2018. Timeliness is the length

of time that occurs from the time a crash occurs to when the crash report is received by PennDOT's Data Repository. It is essential in obtaining real time data for location and cause evaluation.

2. Decrease the number of errors found in all crash cases to an average of .45 errors per case in FFY 2019. In preparing a crash report, the information within the report provides invaluable data when evaluating the crash. The accuracy of the report has a direct impact on the quality of the data being evaluated.

3. Improve the completeness of crash statistics to an average of .75 missing values per case in FFY 2019. A crash report cannot be accurately evaluated when missing fields or attributes are omitted. The primary focus of this project will continue the use of a statewide Law Enforcement Liaison network to work with each of Pennsylvania's Law Enforcement Agencies that are required to submit crash reports. Each Crash Reporting (CR) LEL will establish themselves as the point of contact between PennDOT Crash Reporting staff and the law enforcement community. LEL's will be assigned to make the regular contact with enforcement agencies in 4 PA Regions. The CR LEL will schedule meetings, provide review of existing reporting activities, complete individual or group trainings, workshops, provide computer equipment and training, and review LEA reporting performance.

Without an effective Traffic Records System, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to provide facts to guide programs including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways. Improving data is among the top priorities of NHTSA and state transportation agencies across the county. The realization of the importance of quality data is not only vital to the users of the data, but to those in the field who collect it. Without the cooperation of data collectors (law enforcement agencies), the goal of having timely, accurate, complete, integrated, uniform, and accessible data can never be obtained.

Law enforcement agencies are required to respond to crashes in their jurisdictions. In addition to arranging for appropriate emergency services, securing the scene, gathering evidence, and clearing the roadway as soon as practical, enforcement officers must create the basic record of the circumstances involved in the crash. Even when officers fully understand the importance of high quality crash data, their ability to perform this task is challenged by competing priorities, specific gaps in training or expertise, and often a simple lack of access to the source of required information. A successful system for crash data collection would incorporate the technologies needed by crash investigators to ensure accurate data, eases of completion of the form, as well as seamless transfer of the data. Unfortunately, this is where the breakdowns in the system occur. Local law enforcement agencies (LEAs), pressed for resources, sometimes conclude that they can no longer afford to spend time necessary to complete the Crash Report or file it completely.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEAs) throughout the state. Enforcement

agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized allowing the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, completeness and eliminate the manual data entry process. This project continues provide the LEA community a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT’s Crash Information Systems and Analysis, Bureau of Maintenance and Operations and 1,200 police agencies across the state.

**Intended Subrecipients**

Eligible applicants include local governments\*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improves one or more performance measures of a core highway safety database

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$404,722.30	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$645,277.70	\$0.00	

**Planned Activity: Crash Architecture and Public/Private Data Interface**

Planned activity number: **M3DA-2020-02**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The current CDART application is an intranet application only available to Commonwealth agencies, PSP headquarters, and the Metropolitan Planning Organizations who access the system via the Business Partner network. The application’s tools are designed for engineering solutions.

There is a “soft-side” need for crash data as well. This need does not only reside within PennDOT, but also within the safety community which is interested in reducing fatalities and injuries due to things like drinking and driving, seatbelt use, aggressive driving, distracted driving, etc. Police agencies are also interested in curbing these same activities. This project calls for developing an application to allow PennDOT’s safety partners, the police who report crashes, and the public an easy way to access useful crash data. It provides our partners and the public with fast, user friendly access to available crash data. The public currently has access through our annual Crash Facts and Statistics Book published online. But this document only covers high level crash data. Additionally, data can be requested through contacting PennDOT’s Crash Information Management Section. But neither of these options provide the user quick and easy access to detailed crash information. The goal is to create an online system that has an easy to use interface that allows the general user access to easily digestible information. This includes using mapping capabilities and eventually the ability to query other system’s data in combination with the crash data. The benefits of the project include self-service access to crash data for many users, provide crash data to users faster, provide more complete crash data to users, provide crash data that is easier to understand, and improve crash data accessibility.

The police-restricted portal for law enforcement is expected to be completed during the Fall of 2019. Grantee-restricted access portals are currently under development and are anticipated to be completed in the Spring of 2020.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improves one or more performance measures of a core highway safety database

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$242,833.38	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$387,166.62	\$0.00	



Countermeasure Strategy: Improves one or more performance measures of one or more core highway safety databases

Program Area: **Traffic Records**

### Project Safety Impacts

States should establish and implement a complete and comprehensive traffic records program. This program, including the associated traffic crash data, is essential for the performance of planning, problem identification, operational management and control, tracking of safety trends, and the implementation and evaluation of highway safety countermeasures and activities.

### Linkage Between Program Area

Traffic records programs provide crash data and other information specific to the problem identification process used through state highway safety program management.

### Rationale

In addition to implementing recommendations from the latest state Traffic Records Assessment, this countermeasure was selected to enable improvements to one or more performance measures of one or more core highway safety databases.

The level of funding reflects the projected costs determined to complete the planned activities as approved by the Pennsylvania Traffic Records Coordinating Committee.

Evidence of Effectiveness:

HSP Guidelines No. 10

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-03	M.A.C.H.

### Planned Activity: M.A.C.H.

Planned activity number: **M3DA-2020-03**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Equip law enforcement vehicles with M.A.C.H. (Mobile Architecture for Communications Handling) software to measure its relative effectiveness with data that is hand entered or scanned. Bar Code Scanners can only collect data that exists on the registration and driver's license that was coded on the document at the time it was produced. M.A.C.H. enabled vehicles will be able to pull more complete and up to date information for all 50 states and Canada. Expected impacts are as follows; method of Communication between MACH enabled units, allows for CLEAN/NCIC access to Driver and Vehicle Data for all 50 states and Canada,

provides License photos from 39 states, improve accuracy of out of state drivers and vehicles, and provide expanded data on out of state drivers and vehicles for citations.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improves one or more performance measures of one or more core highway safety databases

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$16,188.89	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$25,811.11	\$0.00	

## Evidence-based traffic safety enforcement program (TSEP)

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

Unique Identifier	Planned Activity Name
PT-2020-02	Municipal Aggressive Driving Enforcement and Education Program
M5HV-2020-02	Municipal DUI Enforcement Programs
OP-2020-02	Municipal Occupant Protection Enforcement & Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program
PT-2020-05	PA State Police - DUI Breath Testing
PT-2020-06	PA State Police - LIDAR Pilot
471140	PA State Police Traffic Safety Initiatives

### **Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

#### Crash Analysis

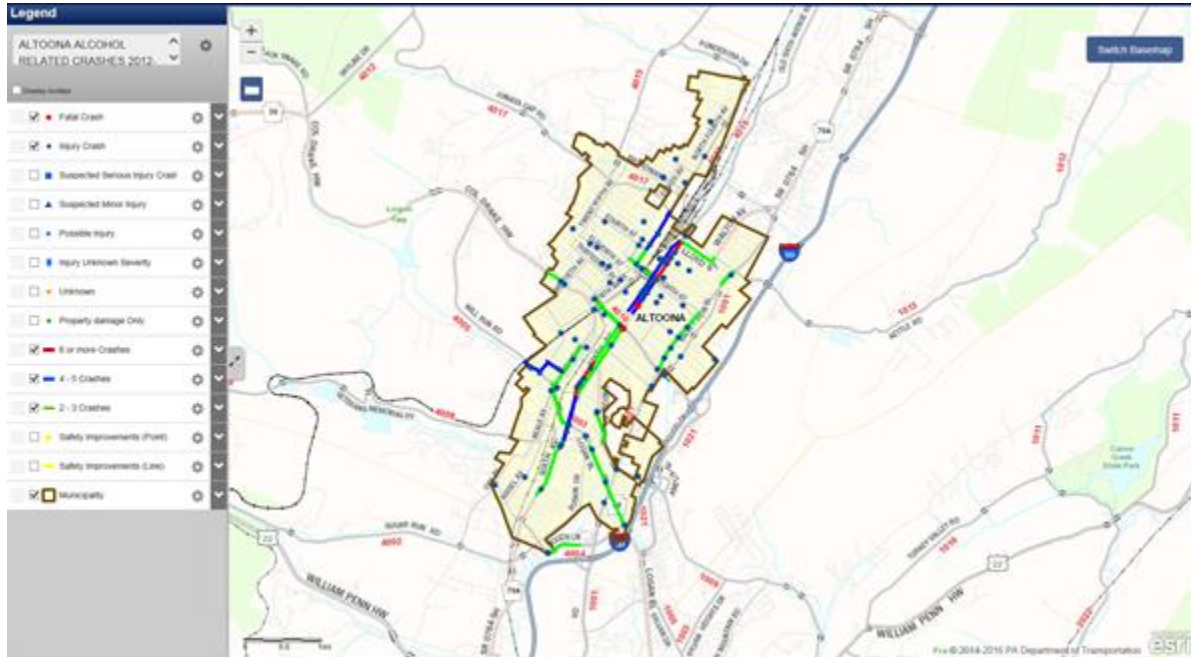
Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. We must ensure the selected departments have particular enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and deaths. Funding levels are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, the City of Pittsburgh accounts for almost 4.5 percent of all impaired driving crashes resulting in an injury or fatality reported by local police departments. Therefore, data shows they should receive approximately four and a half percent of the impaired driving enforcement funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

PennDOT provides crash data information to clearly identify and target roadways and jurisdictions where crashes are occurring. Thresholds are established to provide the level where roadways will be identified. Thresholds are constantly modified to reflect the number of roadways necessary to reach Pennsylvania's reduction target or funding resources available.

Analysis of statewide crashes using PennDOT's Crash Data Analysis Retrieval Tool (CDART) helps identify roadway segments and locations with high occurrences of crashes based on current

and prior year crash data. As an example, the thematic map below shows alcohol-related crash road segments in Altoona. The example map provided shows an examples of the problem identification process for a program area.

Map Depicting Alcohol Related Crashes in Altoona to Target Enforcement Efforts:



In addition to the CDART maps, PennDOT has the ability to provide additional road profile information through CDART outputs. For this particular roadway information (below), the enforcing police department can clearly see that the highest percentage of crashes occur at 2 p.m. during Fridays in October. The agency must identify what makes that time of day and week more dangerous than others and what local issues contribute to this problem.

MONTH OF YEAR												DAY OF WEEK								
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUN	MON	TUE	WED	THR	FRI	SAT	
CRASHES	29	15	21	23	25	25	23	17	23	29	24	28	29	41	36	35	41	58	40	276
PCT	8%	5%	8%	8%	6%	6%	8%	6%	8%	11%	6%	10%	6%	15%	13%	13%	15%	21%	14%	100%

HOUR OF DAY																									
	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CRASHES	3	3	2	2	3	6	3	11	9	14	14	13	24	17	25	30	28	19	10	7	14	10	4	9	276
PCT	1%	1%	1%	1%	1%	2%	1%	4%	3%	5%	5%	5%	8%	6%	8%	11%	9%	7%	4%	3%	5%	4%	1%	3%	100%

The department can supplement their internal data with this data to organize enforcement patrols that best fit the problem they are trying to address. Additional profile information (below) can inform the department that the majority of collisions for this roadway are “angle” crashes. “Too fast for conditions” and “running red lights” are prominent specific driver actions. (“No Contributing Action” is commonly the top action so the 2nd and 3rd actions provide a better picture.)

COLLISION TYPE		CRASH SEVERITY LEVEL		SEVERITY COUNT		DRIVER ACTIONS				
	CRASHES	PCT	CRASHES	PCT	PERSONS	ACTIONS	PCT			
ANGLE	118	42%	FATAL	1	0%	FATALITIES	1	NO CONTRIBUTING ACTION	313	45%
REAR END	104	35%	MAJOR	4	1%	MAJOR	4	TOO FAST FOR CONDITION	73	10%
HIT FIX OBJ	25	9%	MODERATE	22	8%	MODERATE	31	RUNNING RED LIGHT	71	10%
SAME DIR SS	11	4%	MINOR	58	25%	MINOR	98	DRIVER WAS DISTRACTED	32	5%
PEDESTRIAN	8	3%	UNK SEVERITY	45	16%	UNK SEVERITY	73	IMPROPER/CARELESS TURN	29	4%
NON COLL	6	2%	PDO	136	49%	UNK IF INJURED	5	OTHER IMPROPER DRIVING	29	4%
HEAD ON	3	1%	TOTAL	276	100%			FAILURE TO RESPOND TCD	19	3%
OPP DIR SS	2	1%						TAILGATING	19	3%
UNKNOWN	1	0%						AFFECTED PHYSICAL COND	17	2%
TOTAL	276	100%						FAILR MAINT PROP SPEED	16	2%
								UNKNOWN	16	2%
								SPEEDING	13	2%
								OTHERS	49	7%
								TOTAL	698	100%

### Deployment of Resources

In addition to providing locational data to our partners, our enforcement allocated grants use a formula that takes into account a five year look back of crashes, fatalities, and suspected serious injuries among established partner municipalities. According to the most recently available data from the PennDOT Crash Records System, from 2013 to 2017 local police departments reported 20,341 crashes involving an impaired driver which resulted in an injury or fatality. In this example, an impaired driver crash is described as a crash involving at least one driver who at the time of the crash was suspected by the officer to be impaired in at least one or a combination of the following categories: alcohol, illegal drugs, alcohol and drugs, or medication. In order to be the most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at local police departments who reported 17,454 of the 20,341 impaired driver crashes. In other words, 86 percent of the impaired driver related crashes resulting in an injury or fatality are covered by grant funded enforcement programs in FFY 2019. We are going to continue this approach during FFY 2020.

### Effectiveness Monitoring

After enforcement waves are completed, PennDOT analyzes the enforcement's effectiveness by looking at crash-reduction data. Although no citation targets are established, PennDOT requests that all departments meet a performance measure of an annual average of two contacts for every enforcement hour. In the aggressive driving enforcement chart below, departments meeting the target are noted in green.

	Region	County	Department	Contacts/Hour
1				
2	Region 4	Bradford	Athens Township Police Department	3.56
3	Region 4	Bradford	Towanda Police Department	1.76
4	Region 4	Columbia	Bloomsburg Police Department	1.75
5	Region 4	Columbia	Briar Creek Township Police Department	2.83
6	Region 4	Columbia	Hemlock Township Police Department	1.12
7	Region 4	Columbia	Locust Township Police Department	1.15
8	Region 4	Columbia	Orangeville Area Police Department	1.5
9	Region 4	Columbia	Scott Township Police Department	2
10	Region 4	Columbia	South Centre Township Police Department	1.71

If a department is falling significantly below meeting the two contacts per enforcement hour rate, did not participate in the mobilization, or otherwise failed to meet minimum enforcement standards, PennDOT and/or its Regional Law Enforcement Liaisons will contact the department.

For local police departments, a Performance Action Plan will be jointly developed to include: a deficit indicator, measurable targets, activities to achieve measurable outcomes, a timeline for completion, and outcomes. Upon completion of a Performance Action Plan assessment, one of the following actions will be taken: no action, follow up monitoring, retraining/administrative meeting, grant budget reduction, or grantee termination. Funds available upon the conclusion of mobilizations are either redirected to departments selected to replace terminated grantees or are redistributed based on the original allocation formula utilized.

PennDOT will monitor Pennsylvania State Police Troop performance jointly with the Bureau of Patrol. Quarterly and interim enforcement reports will be reviewed along with feedback from Troopers to determine corrective actions. Adjustments to current year and future enforcement plans will be made during scheduled and periodic monitoring visits.

Interim and annual evaluation of enforcement performance and crash data helps PennDOT best utilize available resources and continuously modify planning efforts.

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

### HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
471140	PA State Police Traffic Safety Initiatives
M5HV-2020-02	Municipal DUI Enforcement Programs
OP-2020-02	Municipal Occupant Protection Enforcement & Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program

## 405(b) Occupant protection grant

### Occupant protection plan

**State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:**

<b>Program Area Name</b>
Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Agencies planning to participate in CIOT:**

<b>Agency</b>
ABINGTON TOWNSHIP
ADAMS TOWNSHIP
ALBURTIS BOROUGH
ALDAN BOROUGH
ALLEGHENY TOWNSHIP
ALLEGHENY TOWNSHIP
ALLENTOWN CITY
ALTOONA CITY
AMBRIDGE BOROUGH
AMITY TOWNSHIP
ARCHBALD BOROUGH
ARMAGH TOWNSHIP
ASTON TOWNSHIP
AVALON BOROUGH
AVOCA BOROUGH
BADEN BOROUGH
BALDWIN BOROUGH



BEAVER FALLS CITY
BELLEVUE BOROUGH
BERN TOWNSHIP
BERWICK BOROUGH
BETHEL PARK BOROUGH
BETHEL TOWNSHIP
BETHEL TOWNSHIP
BETHLEHEM CITY
BETHLEHEM TOWNSHIP
BLAIR TOWNSHIP
BLAKELY BOROUGH
BRADFORD CITY
BRADFORD TOWNSHIP
BRECKNOCK TOWNSHIP
BRENTWOOD BOROUGH
BRIAR CREEK TOWNSHIP
BRIDGEPORT BOROUGH
BRIGHTON TOWNSHIP
BROOKHAVEN BOROUGH
BUFFALO VALLEY REGIONAL
BUTLER CITY
BUTLER TOWNSHIP
BUTLER TOWNSHIP
BUTLER TOWNSHIP
CALIFORNIA BOROUGH
CAMBRIA TOWNSHIP
CAMP HILL BOROUGH
CARBONDALE CITY
CARLISLE BOROUGH

CARNEGIE BOROUGH
CARROLL TOWNSHIP
CARROLL TOWNSHIP
CASTLE SHANON
CATAWISSA BOROUGH
CECIL TOWNSHIP
CENTRAL BERKS REGIONAL
CHAMBERSBURG
CHARTIERS TOWNSHIP
CHELTENHAM TOWNSHIP
CHESTER CITY
CHESTER TOWNSHIP
CHESWICK BOROUGH
CHIPPEWA TOWNSHIP
CLAIRTON CITY
CLARION BOROUGH
CLIFTON HEIGHTS BOROUGH
COAL TOWNSHIP
COLEBROOKDALE DISTRICT
COLLEGEVILLE BOROUGH
COLLIER TOWNSHIP
COLLINGDALE BOROUGH
COLUMBIA BOROUGH
CONEMAUGH TOWNSHIP
CONEMAUGH TOWNSHIP
CONNEAUT LAKE REGIONAL
CONNELLSVILLE CITY
CONWAY BOROUGH
CORAOPOLIS BOROUGH

CORNWALL BOROUGH
CORRY CITY
CRAFTON BOROUGH
CRANBERRY TOWNSHIP
CRESSON TOWNSHIP
CROYLE TOWNSHIP
CUMBERLAND TOWNSHIP
CUMBERLAND TOWNSHIP
CUMRU TOWNSHIP
DALLAS TOWNSHIP
DANVILLE BOROUGH
DARBY TOWNSHIP
DARLINGTON TOWNSHIP
DERRY BOROUGH
DERRY TOWNSHIP
DICKSON CITY BOROUGH
DOUGLASS TOWNSHIP
DOUGLASS TOWNSHIP
DUNMORE BOROUGH
DUPONT BOROUGH
DUQUESNE CITY
EAST COCALICO TOWNSHIP
EAST EARL TOWNSHIP
EAST HEMPFIELD TOWNSHIP
EAST LAMPETER TOWNSHIP
EAST MCKEESPORT BOROUGH
EAST NORRITON TOWNSHIP
EAST PENNSBORO TOWNSHIP
EASTERN ADAMS REGIONAL

EASTON CITY
EBENSBURG BOROUGH
ECONOMY BOROUGH
EDDYSTONE BOROUGH
EDGEWOOD BOROUGH
EDWARDSVILLE BOROUGH
ELIZABETH TOWNSHIP
ELIZABETHTOWN BOROUGH
FAWN TOWNSHIP
FERGUSON TOWNSHIP
FINDLAY TOWNSHIP
FLEETWOOD BOROUGH
FOREST HILLS BOROUGH
FORWARD TOWNSHIP
FOSTER TOWNSHIP
FRANCONIA TOWNSHIP
KENNEDY TOWNSHIP
KINGSTON BOROUGH
KINGSTON TOWNSHIP
KISKIMINETAS TOWNSHIP
LANCASTER CITY
LANSDALE BOROUGH
LANSDOWNE BOROUGH
LEBANON CITY
FRANKLIN CITY
FRANKLIN PARK
FRANKLIN TOWNSHIP
FRANKLIN TOWNSHIP
FREEDOM TOWNSHIP

GEISTOWN BOROUGH
GETTYSBURG BOROUGH
GILPIN TOWNSHIP
ELLWOOD CITY BOROUGH
EMMAUS BOROUGH
EPHRATA
ERIE CITY
ETNA BOROUGH
EXETER TOWNSHIP
FAIRVIEW TOWNSHIP
FAIRVIEW TOWNSHIP
GLASSPORT BOROUGH
GLENOLDEN BOROUGH
GRANVILLE TOWNSHIP
GREEN TREE BOROUGH
GREENFIELD TOWNSHIP
GREENSBURG CITY
GREENVILLE-WEST SALEM
HAMPDEN TOWNSHIP
HAMPTON TOWNSHIP
HANOVER BOROUGH
HANOVER TOWNSHIP
HARMAR TOWNSHIP
HARRISBURG CITY
HARVEYS LAKE BOROUGH
HASTINGS BOROUGH
HATFIELD TOWNSHIP
HAVERFORD TOWNSHIP
HAZLETON CITY

HEGINS TOWNSHIP
HELLAM TOWNSHIP
HEMLOCK TOWNSHIP
HEMPFIELD TOWNSHIP
HERMITAGE CITY
HIGHSPIRE BOROUGH
HOMESTEAD BOROUGH
HOPEWELL TOWNSHIP
HORSHAM TOWNSHIP
INDIANA BOROUGH
INDIANA TOWNSHIP
JACKSON TOWNSHIP
JACKSON TOWNSHIP
JACKSON TOWNSHIP
JEANNETTE
JEFFERSON HILLS BOROUGH
JEFFERSON TOWNSHIP
JEFFERSON TOWNSHIP
JENKINS TOWNSHIP
JESSUP BOROUGH
JIM THORPE BOROUGH
JOHNSTOWN CITY
LEHMAN TOWNSHIP
LEWISTOWN BOROUGH
LIBERTY TOWNSHIP
LIGONIER TOWNSHIP
LIMERICK TOWNSHIP
LITITZ BOROUGH
LOCK HAVEN CITY

LOGAN TOWNSHIP
LOWER ALLEN TOWNSHIP
LOWER BURRELL CITY
LOWER GWYNEDD TOWNSHIP
LOWER HEIDELBERG TOWNSHIP
LOWER MERION TOWNSHIP
LOWER MORELAND TOWNSHIP
LOWER PAXTON TOWNSHIP
LOWER POTTS GROVE TOWNSHIP
LOWER PROVIDENCE TOWNSHIP
LOWER SALFORD TOWNSHIP
LOWER SAUCON TOWNSHIP
LOWER SWATARA TOWNSHIP
LOWER WINDSOR TOWNSHIP
MAHONING TOWNSHIP
MAHONING TOWNSHIP
MANHEIM BOROUGH
MANHEIM TOWNSHIP
MANOR TOWNSHIP
MARCUS HOOK BOROUGH
MARPLE TOWNSHIP
MCDONALD BOROUGH
MCKEES ROCKS BOROUGH
MCKEESPORT CITY
MEADVILLE CITY
MEDIA BOROUGH
MERCER BOROUGH
MESHOPPEN BOROUGH
MIDDLESEX TOWNSHIP

MIDDLESEX TOWNSHIP
MIFFLIN COUNTY REGIONAL
MILLCREEK TOWNSHIP
MONESSEN CITY
MONONGAHELA CITY
MONROEVILLE BOROUGH
MONTGOMERY TOWNSHIP
MONTOUR TOWNSHIP
MOON TOWNSHIP
MOOSIC BOROUGH
MOUNT CARMEL TOWNSHIP
MOUNT JOY BOROUGH
MOUNT LEBANON
MOUNT PLEASANT BOROUGH
MOUNT PLEASANT TOWNSHIP
MOUNT UNION BOROUGH
MUHLENBERG TOWNSHIP
MUNICIPALITY OF PENN HILLS
MURRYSVILLE
NANTICOKE CITY
NESHANNOCK TOWNSHIP
NESQUEHONING BOROUGH
NEW BRIGHTON AREA
NEW CASTLE CITY
NEW HANOVER TOWNSHIP
NEW HOLLAND BOROUGH
NEW KENSINGTON CITY
NEW SEWICKLEY TOWNSHIP
NEWBERRY TOWNSHIP



NEWPORT TOWNSHIP
NEWTOWN TOWNSHIP
NORRISTOWN BOROUGH
NORTH BRADDOCK BOROUGH
NORTH CORNWALL TOWNSHIP
NORTH EAST BOROUGH
NORTH FAYETTE TOWNSHIP
NORTH HUNTINGDON TOWNSHIP
NORTH LEBANON TOWNSHIP
NORTH LONDONDERRY TOWNSHIP
NORTH MIDDLETON TOWNSHIP
NORTH SEWICKLEY TOWNSHIP
NORTH STRABANE TOWNSHIP
NORTH VERSAILLES TOWNSHIP
NORTHEASTERN REGIONAL
NORTHERN BERKS REGIONAL
NORTHERN LANCASTER COUNTY REGIONAL
NORTHERN REGIONAL
NORTHERN YORK REGIONAL
NORTHUMBERLAND BOROUGH
NORTHWEST LANCASTER CNTY REGIONAL
OAKMONT BOROUGH
OHIO TOWNSHIP
OHIOVILLE BOROUGH
OIL CITY
OLD FORGE BOROUGH
OLYPHANT BOROUGH
PALMER TOWNSHIP
PARKS TOWNSHIP

PATTON TOWNSHIP
PENBROOK BOROUGH
PENN TOWNSHIP
PENN TOWNSHIP
PETERS TOWNSHIP
PINE CREEK TOWNSHIP
PITTSTON CITY
PITTSTON TOWNSHIP
PLAINS TOWNSHIP
PLEASANT HILLS BOROUGH
PLUM BOROUGH
PLYMOUTH TOWNSHIP
POCONO MOUNTAIN REGIONAL
POCONO TOWNSHIP
PORT ALLEGANY BOROUGH
POTTSTOWN BOROUGH
POTTSVILLE CITY
PYMATUNING TOWNSHIP
RACCOON TOWNSHIP
RADNOR TOWNSHIP
RALPHO TOWNSHIP
READING CITY
READING TOWNSHIP
RICE TOWNSHIP
RICHLAND TOWNSHIP
RIDLEY TOWNSHIP
ROARING BROOK TOWNSHIP
ROARING SPRING BOROUGH
ROBESON TOWNSHIP

ROBINSON TOWNSHIP
ROCHESTER BOROUGH
ROCHESTER TOWNSHIP
ROSS TOWNSHIP
ROSTRAVER TOWNSHIP
RUSH TOWNSHIP
SAINT CLAIR BOROUGH
SAINT MARYS CITY
SALEM TOWNSHIP
SALISBURY TOWNSHIP
SCOTT TOWNSHIP
SCOTT TOWNSHIP
SCOTT TOWNSHIP
SCOTTDALE BOROUGH
SCRANTON CITY
SEWICKLEY BOROUGH
SHALER TOWNSHIP
SHAMOKIN DAM BOROUGH
SHARON CITY
SHARPSVILLE BOROUGH
SHENANGO TOWNSHIP
SHILLINGTON BOROUGH
SILVER SPRINGS TOWNSHIP
SINKING SPRING BOROUGH
SOUDERTON BOROUGH
SOUTH ABINGTON TOWNSHIP
SOUTH ANNVILLE TOWNSHIP
SOUTH CENTER TOWNSHIP
SOUTH FAYETTE TOWNSHIP

SOUTH GREENSBURG BOROUGH
SOUTH HEIDELBERG TOWNSHIP
SOUTH LEBANON TOWNSHIP
SOUTH LONDONDERRY TOWNSHIP
SOUTH PARK TOWNSHIP
SOUTH STRABANE TOWNSHIP
SOUTH WHITEHALL TOWNSHIP
SOUTHERN REGIONAL
SOUTHERN REGIONAL
SOUTHWEST REGIONAL
SOUTHWESTERN REGIONAL
SPRING GARDEN TOWNSHIP
SPRING TOWNSHIP
SPRING TOWNSHIP
SPRINGDALE TOWNSHIP
SPRINGGETTSBURY TOWNSHIP
SPRINGFIELD TOWNSHIP
SPRINGFIELD TOWNSHIP
STATE COLLEGE BOROUGH
STEELTON BOROUGH
STROUD AREA REGIONAL
SUGARCREEK BOROUGH
SUGARLOAF TOWNSHIP
SUMMIT HILL BOROUGH
SUNBURY CITY
SUSQUEHANNA REGIONAL
SUSQUEHANNA TOWNSHIP
SWATARA TOWNSHIP
SWISSVALE BOROUGH

TAMAQUA BOROUGH
TAYLOR BOROUGH
THROOP BOROUGH
TILDEN TOWNSHIP
TINICUM TOWNSHIP
TITUSVILLE CITY
TOWAMENCIN TOWNSHIP
TOWN OF BLOOMSBURG
TOWN OF MCCANDLESS
TUNKHANNOCK TOWNSHIP
TYRONE BOROUGH
UNION TOWNSHIP
UNIONTOWN CITY
UPPER ALLEN TOWNSHIP
UPPER CHICHESTER TOWNSHIP
UPPER DARBY TOWNSHIP
UPPER DUBLIN TOWNSHIP
UPPER GWYNEDD TOWNSHIP
UPPER MACUNGIE
UPPER MERION TOWNSHIP
UPPER MORELAND TOWNSHIP
UPPER POTTS GROVE TOWNSHIP
UPPER PROVIDENCE TOWNSHIP
UPPER PROVIDENCE TOWNSHIP
UPPER SAUCON TOWNSHIP
UPPER ST CLAIR TOWNSHIP
UPPER YODER TOWNSHIP
VANDERGRIFT BOROUGH
VERNON TOWNSHIP

WASHINGTON CITY
WASHINGTON TOWNSHIP
WASHINGTON TOWNSHIP
WASHINGTON TOWNSHIP
WEST CONSHOHOCKEN BOROUGH
WEST DEER TOWNSHIP
WEST EARL TOWNSHIP
WEST HAZELTON BOROUGH
WEST HEMPFIELD TOWNSHIP
WEST HILLS REGIONAL
WEST LAMPETER TWP
WEST MANCHESTER TOWNSHIP
WEST MANHEIM TOWNSHIP
WEST MIFFLIN
WEST NORRITON TOWNSHIP
WEST PENN TOWNSHIP
WEST PITTSTON BOROUGH
WEST POTTSBORO TOWNSHIP
WEST READING BOROUGH
WEST WYOMING BOROUGH
WHITE HAVEN BOROUGH
WHITE OAK BOROUGH
WHITEHALL BOROUGH
WHITEHALL TOWNSHIP
WHITEMARSH TOWNSHIP
WHITPAIN TOWNSHIP
WICONISCO TOWNSHIP
WILKES BARRE CITY
WILKES BARRE TOWNSHIP

WILKINS TOWNSHIP
WILSON BOROUGH
WINDBER BOROUGH
WRIGHT TOWNSHIP
WYOMISSING BOROUGH
YEADON BOROUGH
YORK AREA REGIONAL
YORK CITY
ZELIENOPLE BOROUGH

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

[Planned Participation in Click-it-or-Ticket](#)

**Mobilization 3: Memorial Day “Click It or Ticket” Mobilization – May 18 - June 7, 2020**

**Theme:** Click It or Ticket – Day and Night. Nighttime seat belt and child restraint enforcement on unbelted crash roadways.

**Participating LEAs:** It is projected that PennDOT will fund 350 Grantees. Full-time PA State Police jurisdictions will also participate.

**Enforcement strategies:**

37. Law Enforcement Liaisons (LELs) will review evaluate the past participation and performance of all current BUPA grantees. LEA Grantees that did not take part in mobilizations, failed to contribute in-kind hours or did not reach acceptable levels of enforcement will be eliminated from the grant program.

1. LELs will contact each Municipal Law Enforcement Agency (LEA) to confirm participation, review crash maps, identify target roadways, and plan enforcement strategies.
2. Nighttime Joint Seat Belt and DUI Details
3. Every participating LEA will be required to conduct *citation-issuing enforcement details only* (Saturation patrols, and Traffic Enforcement Zones) on identified roadways in their jurisdiction.
4. PA State Police will coordinate with municipal LEAs for enforcement and public awareness.

1. PA State Police will conduct Child Seat Check Events.

1. LEAs will be required to submit a schedule of enforcement plans to the assigned LEL enforcement details on low belt use roadways in their jurisdictions as identified by unbelted crash data. Each participating department will be informed of the enforcement priorities below:

1. Any department that cannot commit to a “zero tolerance” seat belt enforcement policy will not be eligible to participate in any seat belt mobilization.
2. Departments agree to conduct at least 50 percent of enforcement at night. (High Risk Population Program)
3. Departments will participate in Saturation Patrols and Traffic Enforcement Zones.

**Earned Media:** The PennDOT Press Office will develop and produce an earned media plan to be made available to PennDOT District Safety Press Officers (SPOs), Community Traffic Safety Project (CTSP) Coordinators, and participating law enforcement agencies through e-mail distribution and for download on the PA Traffic Safety Enforcement Resource Center website ([www.patrafficsafety.org](http://www.patrafficsafety.org)). The plan will include fill-in-the-blank public service announcements, press releases, talking points, and suggested activities such as press conferences. The following is a sample outline of the earned media planner that will be provided to the Planning Teams:

1.
  1. Click It or Ticket Handout – police distributed handout for motorists.
  1. General Press Release – this release focused on nighttime seat belt enforcement and holiday travel.
  1. Talking Points –nighttime unbuckled crashes and Holiday travel and general occupant protection.
    1. Variable message boards
    1. PSAs that complement variable message boards and marquee messages
    1. Community event advisory and release
    1. Nighttime enforcement advisory and release
    1. Nighttime Joint Seat Belt and DUI Details media release and PSAs
    1. Target release for college and high school students
    1. Regional kickoff events\*

\*County/regional kickoffs- Kickoffs will focus on nighttime operations or other regional strategies coordinated through Regional Planning Teams (SPOs, CTSPs, LELs, and LEAs). BUPA LELs will work with each PennDOT Comprehensive Planning Team to coordinate at least 1 Kickoff per Region.

### List of Task for Participants & Organizations

<b>Member</b>	<b>Title</b>	<b>Organization</b>
George McAuley	Deputy Secretary	PennDOT
Fritzi Schreffler	Safety Press Officer	PennDOT
Michele Davis	Corporal	PSP - Bureau of Patrol
Greg Buchkoski	Director	Institute for Law Enforcement Education
Chris Lengle	Coordinator	Highway Safety Network
Natasha Fackler	Policy Director	PennDOT
Angela Osterhuber	Director	PA Traffic Injury Prevention Project



Matt Frampton	Coordinator	South Central PA Highway Safety
Thomas Glass	Manager	PennDOT
John Kashatus	School Safety Ed Advisor	Department of Education
Jenine Melo	Public Health Program Administrator	Department of Health
Jennifer Kuntch	Deputy Communications Director	PennDOT
Christopher Swihura	Manager, Local Safety Programs	PennDOT
Jerry Spangler	TSRP	PA DA Association
Natalie Littlehale	Officer	Manheim Township PD
Emmy Sasala	Trauma Prevention Coordinator	Penn State Children's Hospital
Shannon DePatto	Trauma Prevention Coordinator	Penn State Children's Hospital

**Child restraint inspection stations**

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
CP-2020-02	Statewide Child Passenger Safety Program Coordination

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: **203**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: **128**

Populations served - rural: 75

Populations served - at risk: 169

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

**Child passenger safety technicians**

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
CP-2020-02	Statewide Child Passenger Safety Program Coordination

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: 10

Estimated total number of technicians: 300

**Maintenance of effort**

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

**Qualification criteria for a lower seat belt use rate State**

**The State applied under the following criteria:**

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: Yes

Occupant protection program assessment: No

**Seat belt enforcement**

**Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

Countermeasure Strategy
High Visibility and Sustained OP Enforcement

**Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:**

Unique Identifier	Planned Activity Name
OP-2020-02	Municipal Occupant Protection Enforcement & Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program
471140	PA State Police Traffic Safety Initiatives

**High risk population countermeasure programs**

**Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

Countermeasure Strategy
High Visibility and Sustained OP Enforcement

**Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:**

Unique Identifier	Planned Activity Name
OP-2020-02	Municipal Occupant Protection Enforcement & Education Program
PT-2020-04	Municipal Police Traffic Services Enforcement Program

**Comprehensive occupant protection program**

**Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.**

Date of NHTSA-facilitated program assessment: **1/26/2015**

**Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:**

Supporting Document
PA Occupant Protection Strategic Plan.pdf

**Page number(s) from your occupant protection multi-year strategic plan that addresses the following:**

Data-driven performance targets: **11-13**

Program management strategy: **15**

Countermeasure strategies: **14-19**

Enforcement strategy: **16**

**Name and title of the State's designated occupant protection coordinator:**

Designated occupant protection coordinator name: **Christopher D. Swihura**

Designated occupant protection coordinator title: **Manager, Local Safety Programs**

**Countermeasure strategies designed to achieve the performance targets of the strategic plan:**

<b>Countermeasure Strategy</b>
Child Restraint System Inspection Station(s)
High Visibility and Sustained OP Enforcement

## 405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/12/2018
12/3/2018
3/4/2019
5/13/2019
6/10/2019

### Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Robert Ranieri**

Title of State's Traffic Records Coordinator: **Crash Program Manager**

### TRCC members by name, title, home organization and the core safety database represented:

#### List of TRCC members

<u>Member</u>	<u>Title</u>	<u>Organization</u>	<u>Core Safety Database</u>
Arellano, Janice	Civil Engineer Manager	PennDOT	ROADWAY
Bahoric, Andrea	Division Manager	PennDOT	ROADWAY
Beas, Allison		NHTSA	
Bickley, Rebecca		PennDOT	
Bobitz, Phil	Bureau Director	FHWA	
Cotter, Tim		NHTSA	
*Curley, Catherine	Program Analyst 2	Injury Surveillance	INJURY SURVEILLANCE
DeMatt, Michael		PennDOT	
Desendi, Frank M	Chief Information Officer	PennDOT	ROADWAY

Frampton, Matthew	Division Manager	S Central Highway Safety	
*Freeland, Jeremy	Division Manager	PennDOT	ROADWAY
Glass, Thomas R	Transportation Planning Manager	PennDOT	
Gomez, Francisco		FHWA	
Gray, Gavin	Section Chief	PennDOT	
Hershock, Jason	Traffic Control Spec Supervisor	PennDOT	
Hoh, Phil		Local Law Enforcement	
*Kelly, Dave	Information Tech Generalist 2	PennDOT	CRASH
*Krol, Laura	Division Chief	PennDOT	DRIVER
Krol, Robert	Captain	PSP, Bureau of Patrol	
Leymeister, Rick		Highway Safety Network	
*Love, Troy	Transportation Planning Specialist Supervisor	PennDOT	
Malinen, Cindi	Coordinator	Dept of Health	INJURY SURVEILLANCE
Maura, Wayne	Program Manger	PA Courts	CITATION / ADJUDICATION
Moriarty, James	Magisterial District Judge	Highway Safety Network	
*Polonia, Lisa	Training Manager	AOPC	CITATION / ADJUDICATION
Polen, Craig	Lieutenant	PA State Police	
Pope, David	Lieutenant	PA State Police	
Ranieri, Robert	Program Manager	PennDOT	CRASH
*Reedich, Mike		PennDOT	

Rhone, Aaron	Program Manger	Dept of Health	INJURY SURVEILLANCE
Richenderfer, William		PA Chiefs of Police	
Riley, Roger	Director	PennDOT	
Rothermel, Mark	Director	Citation / Adjudication	CITATION / ADJUDICATION
Rotigel, David	Director	PennDOT	DRIVER / VEHICLE
Schreffler, Fritz	Division Manager	PennDOT	
Simon, Rich	Transportation Community Relations Coordinator	NHTSA Region 2	
Templeton, Kara	Bureau Director	PennDOT	DRIVER
Tomlinson, Doug	Division Chief	PennDOT	
*Wallen, Doreen	Division Chief	PennDOT	
Wasko, Anita M	Bureau Director	PennDOT	VEHICLE
*Zechman, Brent		PA State Police	

\*Indicates individual is a backup voting member.

## Traffic Records System Assessment Recommendations

### 2. Crash

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### 3. Driver

1. Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.



2. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
4. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **4. Vehicle**

1. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **5. Roadway**

1. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
4. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **6. Citation/Adjudication**

1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### **7. Injury Surveillance**

1. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

3. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## **8. Data Use and Integration**

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## Traffic Records for Measurable Progress

### **9. Crash**

#### **1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. A complete review of the Validation Rules is being undertaken.
2. A review of the Crash Data Analysis and Retrieval Tool (CDART) Data Dictionary is planned for 2018-19.

#### **2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. A complete review of the data systems for the Crash Reporting System was undertaken in 2017. The procedures and process flows have not yet been completed.

#### **3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. Adding EMS Agency Code to the crash record for every person listed as transported is a first step in improving the interface between crash and Injury Surveillance. After a full year of data collection has been completed, a new study with the Department of Health to match crash records to injury outcomes will be undertaken. 2017 data will be compared to 2018 data.
2. A full Traffic Records Integration Plan project is in the beginning stages.

#### **4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. An internal project is being planned to perform audits of police crash report submissions. Due to severe staffing shortages and data backlog, this project will likely need to wait until summer of 2019 to be implemented.

2. Police Agency metrics will be added to the Pennsylvania Crash Information Tool which will help police track their individual metrics including timeliness, completeness, and validity.

**5. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. Statistics are logged and errors/rejections and warnings can easily be made available for review. Each data field has quality control measures to determine the scope for error and edit checking. Feedback is provided to the submitters, but the court will continue to make improvements in communication. In the next year, the filing agencies will be sending the pdf of the citation in addition to the data.
2. The court and eFilers are committed to accurate, timely, and complete data so these messages will be more actively monitored in the future.

**10. Injury Surveillance**

**1. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. EMS and Trauma Registry have suitable documentation
2. PHC4 and PA Dept of Health Statistical Analysts will be consulted to assess system documentation
3. Emergency Room data collection is not currently taking place
4. The committee intends to meet with representatives to assess system documentation to add to the TRCC documentation Library

**1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. EMS Agency Code has added to the Police Crash Report form. This field will be used to link the Crash and EMS/Trauma systems.
2. No other interface is being considered until completion of the Integration Plan

**1. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. The Trauma Registry Committee meets quarterly to review data definitions and processes. Changes are made annually.

2. Data Quality Control review for EMS is not currently being considered but will likely be discussed as the interface between Crash and EMS is reviewed. This will take place after sufficient data are collected using the Crash 2018 Data standard using EMS Agency Code to link to EMS data.
3. The committee intends to meet with the PA Dept of Health to discuss data quality measurements of data provided by PHC4. No timetable has been set.

## **11. Data Use and Integration**

- 1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
  1. A Traffic Records Integration Plan project is being developed

## **Traffic Records Supporting Non-Implemented Recommendations**

### **12. Driver**

- 1. Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
  1. Driver and Vehicle Services (DVS) is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.
- 2. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
  1. DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. Efforts will be focused of creating a creating a data dictionary for the new system.
- 3. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
  1. DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.
- 4. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when developing a quality control program.

### **13. Vehicle**

#### **1. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. Driver and Vehicle Services (DVS) is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

#### **2. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

### **14. Roadway**

#### **1. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. No changes will be made in the legacy RMS system to address applicable guidelines. No timetable has been established for the pending system rewrite.
2. The Local roadway inventory will include MIRE considerations when making system upgrades
3. When the legacy system is rewritten, MIRE considerations will be incorporated

#### **2. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. The data dictionary for the RMS database encompasses all data elements for the state roadway system. The data dictionary will be rewritten when the old mainframe system is replaced.
2. The ARNOLD system column list is created in the GIS Data Dictionary. Descriptions are not populated.

**3. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. The local roadway inventory is nearing completion. Once all the local segments have been defined and populated, roadway elements for all public roadways (and some private roads) will be available through the GIS interface. A comprehensive LRS will allow for integration of roadway elements with crash data for all public roadways.

**4. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. No data quality control program improvements are currently being considered. System resources are stretched to the point that improvements to the existing data quality control program cannot be considered a high priority.

**15. Citation/Adjudication**

**1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. The court's IT department maintains documentation for the database structure, table relationships, domain class, attributes, elements, and data types for eFiling the data and traffic citation. This is shared with partners when building the data exchanges. The court will continue to work with all partners and share the data dictionary to develop a more integrated data dictionary with other agencies, where possible.

**2. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

1. The citation and adjudication systems are linked and follow a case work flow in the case management system based on the Pennsylvania Rules of Criminal Procedure. Disposition information is distributed to driver systems and is published to a web portal. Procedures for developing interfaces for citation and adjudication systems with business partners will continue to be periodically reviewed to ensure that industry standards are exceeded. The court will make sure that interface development and maintenance policy and procedures are fully communicated and understood by all eFilers as well as those that receive or subscribe to disposition information. The Pennsylvania State Police are obtaining bar code readers to create a citation more effectively, efficiently, and accurately.

Traffic Records for Model Performance Measures

**3.0 Performance Metrics Submission**

The following performance measures have been established by the Traffic Records Coordinating Committee.

**3.1 Core System: Crash**

**Performance Area:** Completeness (progress)

**Measurement:**

This measure looks at the average number of missing data fields per case as identified on incoming crash report forms. The numbers are broken down by input method as defined by:

- 16. EFT (Enhanced File Transfer of data from recognized software)
- 17. Philadelphia (paper forms)
- 18. PSP (EFT from their proprietary software)
- 19. Web (agencies entering crash data directly through the CRS web site)

The objective is to lower the average numbers by providing feedback to police chiefs, providing additional training and moving more police agencies to electronic submissions which allows for pre-submittal editing. The 2018-19 average of 0.71 met the goal of 0.75 missing values per case stated in the FFY19 plan/application. The goal for 2019-20 is 0.65 missing fields per crash report.

	4/17-3/18 (baseline)	4/18-3/19	19/20 Target
EFT/WS	0.39	0.30	0.30
PAPER	7.53	7.42	*
PHILLY	*	0.80	0.75
TRACS			
PSP	0.26	0.39	0.30
Web	0.30	0.27	0.27
Total	0.78	0.71	0.65

\*City of Philadelphia is actively migrating from paper forms to electronic reporting.

	4-1-17 to 3-31-18	4-1-18 to 3-31-19
EFT/WS	16,776	10,167
PAPER	7,669	4,156
PHILLY	*	958
TRACS		
PSP	43,323	33,520
WEB	46,378	29,100

TOTAL	114,146	77,901
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*Measurement Method (proof of measurable progress):*

All crash reports added to the database from April 1, 2018 through March 31, 2019 were analyzed. The Crash Reporting System’s validation rule engine reviews incoming data against hundreds of validation rules. The validation rules were analyzed to determine the number occurring on average per case due to missing values. For crash reports added to the database from April 1, 2018 through March 31, 2019, the total number of missing values was 55,334 and the total number of crash reports was 77,901. This gives an average of 0.71 missing values per report added to the database for this period. For baseline purposes, the April 1, 2017 through March 31, 2018 values were 89.293 missing values in 114,146 crash reports for a rate of 0.78. This process covers 69 rules/fields.

*Comments:* With a new published data standard, there are more fields that can contain missing data. PSP in particular are failing to provide EMS Agency data when the person was listed as being transported which represented a large portion of their increase.

**3.2 Core System: Crash**

**Performance Area:** Accuracy (progress)

**Measurement:**

This measure looks at the average number of fields containing errors (invalid data) per case as identified on incoming crash report forms. The objective is to lower the average numbers by providing feedback to police chiefs, providing additional training and moving more police agencies to electronic submissions which allows for pre-submittal editing. The 2018-19 average of 0.25 met the goal of 0.45 errors stated in the FFY18 plan/application and was an improvement over the 2016-17 average of 0.49. The goal for 2019-20 is 0.23 errors per crash report.

	4/17-3/18 (baseline)	4/18-3/19	19/20 Target
EFT/WS	0.19	0.15	0.15
PAPER	4.29	1.61	*
PHILLY	*	0.27	0.25
TRACS			
PSP	0.18	0.23	0.20
Web	0.19	0.11	0.10
Total	0.46	0.25	0.23

\* City of Philadelphia is actively migrating from paper forms to electronic reporting

4-1-17 to 3-31-18	4-1-18 to 3-31-19
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EFT/WS	16,776	10,167
PAPER	7,669	4,156
PHILLY	*	958
TRACS		
PSP	43,323	33,520
WEB	46,378	29,100
TOTAL	114,146	77,901

*Measurement Method (proof of measurable progress):*

All crash reports added to the database from April 1, 2018 through March 31, 2019 were analyzed. The Crash Reporting System’s validation rule engine reviews incoming data against hundreds of validation rules. The validation rules were analyzed to determine the number occurring on average per case due to incorrect data. For crash reports added to the database from April 1, 2018 through March 31, 2019, the total number of invalid values was 19,298 and the total number of crash reports was 77,901. This gives an average of 0.25 invalid values per each crash report added to the database for this period. For baseline purposes the April 1, 2017 through March 31, 2018 values were 52,539 invalid values in 114,146 crash reports for a rate of 0.46. This process covers 30 validation rules.

*Comments:* With the new published data standard, there are more fields and values that can have invalid data.

**3.3 Core System: Crash**

**Performance Area:** Timeliness (regression)

**Measurement:**

This measure looks at the average processing time per case as identified on incoming crash report forms. The objective is to decrease the average processing time from crash event to initial entry in the crash database by encouraging police chiefs to submit their crash reports more quickly and move the City of Philadelphia to electronic submission. The 2018-19 average of 11.92 days regressed from our baseline amount of 11.77 from 2017-18. The goal for 2019-20 is 10.0 days per crash report.

	<b>Baseline (4/17-3/18)</b>	<b>4/18-3/19</b>	<b>4/19-3/20 Target</b>
	<b>(days)</b>	<b>(days)</b>	<b>(days)</b>
<b>Actual</b>	<b>11.77</b>	<b>11.92</b>	<b>10</b>

**Measurement Method (proof of measurable progress):**

All crash reports added to the database from April 1, 2018 through March 31, 2019 were analyzed. Reports from the City of Allentown were excluded from this metric due to a data breach which prevented them from submitting crash reports for several months in 2018. The date

of the crash, taken from the crash form is made part of the crash record. The date that the crash record is edited and posted is also recorded. A program to calculate the difference in days from the crash date to data base insertion is used. The data are grouped by year the data was made available, independent of the crash year, and the average number of days it took to process the crash report is determined. For crash reports added to the database from April 1, 2018 through March 31, 2019 the total number of process days was 916,838 and the total number of crash reports was 76,901. This gives an average of 11.92 days to process each crash report added to the database for the period. For baseline purposes the April 1, 2017 through March 31, 2018 values were 1,343,975 process days in 114,146 crash reports for an average of 11.77.

*Comments:* A new submission method was developed as part of the 2018 data standard. PennDOT encountered some unforeseen problems with the new submission method that caused delay in getting crash case submissions from their software. A substantial backlog of crash cases is delaying measurement of potential timelier crash cases. We have seen a decrease in timeliness of EFT/WS cases and will be addressing this issue through our Law Enforcement Liaison program. The elimination of paper reports is having a substantial effect on overall timeliness.

**3.4 Core System: Crash**

**Performance Area:** Completeness (static)

**Measurement:**

This measure shows how complete the location crash data is within the database. The goal is to increase the number of crash cases each year that have valid GIS coordinates. The data reflects two consecutive years from April 1 through March 31. The 2018-2019 percentage of 99.78% was an improvement over the 2017-2018 percentage of 99.52% of valid GIS coordinates. We have shown a substantial increase from a few years ago, but feel that there is little room for improvement going forward. We are setting a goal of 99.75% for 2019-2020.

<b>Number Crashes with valid GIS Geometry</b>	<b>Baseline (4/1/17-3/31/18)</b>	<b>4/1/18-3/31/19</b>	<b>2019-2020 Target</b>
	<b>99.52%</b>	<b>99.78%</b>	<b>99.75%</b>

**Measurement Method (proof of measurable progress):**

This measure counts the number of crash records with valid GIS coordinates added to the database from April 1, 2017 to March 31, 2018 versus the total number of crashes added from April 1, 2018 to March 31, 2019. For April 1, 2017 to March 31, 2018, 113,597 out of 114,146 crash cases contained GPS coordinates for a rate of 99.52%. For April 1, 2018 to March 31, 2019 77,744 out of 77,901 crash cases contained GPS coordinates for a rate of 99.78%.

*Comments:* Despite seeing an increase in completeness, we feel that we have reached a level at which little to no improvement can be expected.

### **3.5 Core System: Crash**

**Performance Area:** Accessibility (regression)

**Measurement:**

Access to crash data for the public had been limited to sending requests to the Bureau of Maintenance and Operations, the PennDOT Press Office or by referring to the annual Crash Facts and Statistics publication. To allow broader access to crash data, a website was developed and deployed that gives on demand access to a variety of crash data with much faster turnaround. The system has some built in metrics that measure site usage and user satisfaction. The development team indicates that there was a problem with the system that prevented tracking of the website traffic numbers.

<b>Utilization of our public facing Crash Data website (PCIT)</b>	<b>Baseline (4/1/17 – 3/31/18)</b>	<b>4/1/18 – 3/31/19</b>	<b>2019-2020 Target</b>
<b>Unique visitors (per month)</b>	<b>Unable to determine</b>	<b>Unable to determine</b>	<b>360</b>
<b>Website hits (per day)</b>	<b>Unable to determine</b>	<b>Unable to determine</b>	<b>500</b>
<b>Survey Question 3:</b>			
<b>Was the data you were seeking available on the site?</b>	<b>61.53% Yes</b>	<b>33.33% Yes</b>	<b>70% Yes</b>
<b>Survey Question 4:</b>			
<b>Please rate your experience with using the data available through this tool</b>	<b>3.00 (1 poor to 5 Superior)</b>	<b>2.67 (1 poor to 5 Superior)</b>	<b>3.5</b>
<b>Survey Question 5:</b>			
<b>Please rate your overall experience with this program</b>	<b>5.88 (1 to 10)</b>	<b>4.66 (1 to 10)</b>	<b>7.5</b>

*Measurement Method (proof of measurable progress):*

Surveys were submitted through the PCIT website by clicking on a link on the main page. A screen shot of the survey follows:

[Click here to take the Survey.](#)

Please select an answer for each of the questions below and then click "Submit Survey" at the bottom of the page.

**1. How did you first learn about this online program ?**

- Internet Search Engine  Link Found on Pennsylvania Website  Word of Mouth  Other

**2. Which of the choice below best describes in which capacity you used this site ?**

- Law enforcement  Emergency Responder  Government or Elected Official  Private Citizen

**3. Was the data you were seeking available on the site ?**

- Yes  No

**4. Please rate your experience with using the data available through this tool ?**

- Poor  Fair  Good  Excellent  Superior

**5. Please rate your over all experience with this program ?**

- 1  2  3  4  5  6  7  8  9  10

Submit Survey

**Contact Us:** You can email us at [pcithelp@pa.gov](mailto:pcithelp@pa.gov) with PCIT questions or comments. Please allow up to three business days for a response.

*Comments: We have not seen an increase in website traffic or satisfaction in use from the same period in the previous year, though there have been improvements in presenting crash data through the website. Mapping of crash data and geographic data selection are now available to our users. Getting the word out about what is available is needed. We get many compliments about this site, often from national researchers who often relay that it is the best state site for crash data. Translating this into additional hits and encouraging users to complete a survey seem to be our issues with this metric.*

### **3.6 Core System: Crash**

**Performance Area:** Uniformity (baseline)

**Measurement:**

The Model Minimum Uniform Crash Criteria (MMUCC) version 5 was published in 2017. The 2018 Data Standard went into effect on January 1, 2018. An in-depth study of MMUCC compliance was undertaken for the 2018 Data Standard. MMUCC version 5 compliance was not established for the 2016 Data Standard.

The 2016 Data Standard and corresponding schema went into effect on January 1, 2016. Cases submitted on the web became compliant in October of 2015. Some agencies could implement a 2018 compliant software package prior to the adoption of the new standard. For cases submitted between April 1, 2015 and March 31, 2016 – 30.3% used the 2016 schema. The 2018 Data Standard went into effect on January 1, 2018. The web site became 2018 compliant on December 16, 2017. Cases submitted using the web site prior to December 16, 2017 were completed by the crash analyst using the 2018 data standard, so the 2018 schema numbers for web cases are slightly inflated for December 2017 and January 2018. As a result of the 2018 form update, the MMUCC 4 compliance improved from 63.2.8% to 65.8%. The published 2020 Data Standard has improved the MMUCC 5 compliance score from 55.71% to an estimated 60.08%.

	Total Cases	2016 Schema	2018 Schema	PCT 2016	PCT 2018
April 2018	7,997	1,615	5,896	20.20%	73.74%
May 2018	8,739	620	7,356	7.09%	84.17%
June 2018	8,319	277	7,619	3.33%	91.59%
July 2018	7,552	109	6,958	1.44%	92.13%
August 2018	7,773	25	6,822	0.32%	87.77%
September 2018	5,771	18	5,177	0.31%	89.71%
October 2018	6,161	20	5,813	0.32%	94.35%
November 2018	5,938	25	5,861	0.42%	98.70%
December 2018	5,156	4	5,111	0.08%	99.13%
January 2019	5,297	2	5,285	0.04%	99.77%
February 2019	5,118	0	5,077	0.00%	99.20%
March 2019	4,080	0	4,054	0.00%	99.36%
Total	77,901	2,715	71,029	3.49%	91.18%

<i>Data Standard Compliance Score</i>	Pre-2016	2016	2018	2020
<i>MMUCC 4</i>	61.5%	63.2%	65.8%	unknown
<i>MMUCC 5</i>	Unknown	Unknown	55.17%	60.08% (estimated)

*Measurement Method (proof of measurable progress):*

Uniformity will be measured by comparing how many data items are compliant with MMUCC fields either collected directly on the PAR, calculated using data from the PAR, or collected through linkages to other systems. The number of crash records collected using the current schema versus an out of date schema will also be measured. A comprehensive compliance study for MMUCC 5<sup>th</sup> was completed for the 2018 data standard. The estimated compliance for the recently published 2020 Data Standard has been established.

*Comments:* Uniformity with the MMUCC standard will continue to progress. Every 2 years the Crash Reporting System data submission standard is reviewed, and changes are prioritized to determine if they meet specific highway safety needs, and if they address MMUCC compliance. A list of proposed changes is then selected to be published in the new data submission standard. The standard is published about a year prior to the adoption of the new standard to allow software companies time to modify their software to address the new standard. Adoption of the new standard for 2018 was delayed due to incorporation of a new data submission method that utilizes a secure web service rather than FTP/EFT.

[State traffic records strategic plan](#)

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

<b>Supporting Document</b>
2020 Traffic Records Strategic Plan .pdf

**Planned activities that implement recommendations:**

Unique Identifier	Planned Activity Name
M3DA-2020-02	Crash Architecture and Public/Private Data Interface
M3DA-2020-01	Crash Reporting Law Enforcement Liaison Project
M3DA-2020-03	M.A.C.H.
M3DA-2019-04	Roadway Inventory Data Collection
M3DA-2019-05	Traffic Records Integration Plan

**Quantitative and Measurable Improvement**

**Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

Supporting Document
2020 Traffic Records Strategic Plan .pdf

**State Highway Safety Data and Traffic Records System Assessment**

**Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: 11/24/2015

**Requirement for maintenance of effort**

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015**

## 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

### Impaired driving program assessment

**Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:**

Date of Last NHTSA Assessment:

### Authority to operate

**Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.**

### Authority and Basis of Operation

#### **Statewide Impaired Driving Task Force Membership**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
Barrasse, Hon., Michael J.	Judicial Outreach Liaison	Lackawanna County Court of Common Pleas
Basinger, Maj., James B.	Bureau Director	Pennsylvania State Police, Bureau of Patrol
Dinoski, Corinne M.	Bureau Director	PA Liquor Control Board, Bureau of Alcohol Education
Erni, C. Stephen	Executive Director	Pennsylvania DUI Association
Evanchick, Lt. Col., Robert	Acting Commissioner	Pennsylvania State Police
Goshert, Esq., Ashley B.	Traffic Safety Resource Prosecutor	Pennsylvania District Attorney's Association
Gray, P.E., Gavin E.	Section Chief	Department of Transportation, Bureau of Maintenance and Operations



Hanik, Jr., Michael C.	Director	PA Department of Education, Institute for Law Enforcement Education
Kirkpatrick, Rich A.	Press Secretary	Department of Transportation
Krol, Capt., Robert J.	Asst. Bureau Director	Pennsylvania State Police, Bureau of Patrol
Love, Troy J.	Program Manager	Department of Transportation, Bureau of Maintenance and Operations
McAuley, P.E., George W.	Deputy Secretary	Department of Transportation, Highway Administration
Myers, Derin C.	Acting Executive Director	Pennsylvania Commission on Crime and Delinquency
Richards, Leslie S.	Secretary	Department of Transportation
Smith, Jennifer S.	Secretary	Department of Drug and Alcohol Programs
Templeton, Kara	Bureau Director	Department of Transportation, Bureau of Driver Licensing

### Key Stakeholders

#### Statewide Impaired Driving Task Force Membership

Name	Title	Organization
Barrasse, Hon., Michael J.	Judicial Outreach Liaison	Lackawanna County Court of Common Pleas
Basinger, Maj., James B.	Bureau Director	Pennsylvania State Police, Bureau of Patrol
Dinoski, Corinne M.	Bureau Director	PA Liquor Control Board, Bureau of Alcohol Education

Erni, C. Stephen	Executive Director	Pennsylvania DUI Association
Evanchick, Lt. Col., Robert	Acting Commissioner	Pennsylvania State Police
Goshert, Esq., Ashley B.	Traffic Safety Resource Prosecutor	Pennsylvania District Attorney's Association
Gray, P.E., Gavin E.	Section Chief	Department of Transportation, Bureau of Maintenance and Operations
Hanik, Jr., Michael C.	Director	PA Department of Education, Institute for Law Enforcement Education
Kirkpatrick, Rich A.	Press Secretary	Department of Transportation
Krol, Capt., Robert J.	Asst. Bureau Director	Pennsylvania State Police, Bureau of Patrol
Love, Troy J.	Program Manager	Department of Transportation, Bureau of Maintenance and Operations
McAuley, P.E., George W.	Deputy Secretary	Department of Transportation, Highway Administration
Myers, Derin C.	Acting Executive Director	Pennsylvania Commission on Crime and Delinquency
Richards, Leslie S.	Secretary	Department of Transportation
Smith, Jennifer S.	Secretary	Department of Drug and Alcohol Programs
Templeton, Kara	Bureau Director	Department of Transportation, Bureau of Driver Licensing

**Date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: **6/19/2018**

[Strategic plan details](#)

**State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Continue to use previously submitted plan: **Yes**

**ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.**

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **No**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **Yes**

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: **Department of Transportation**

State authority name/title: **Leslie S. Richards, Secretary**

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: **(v) Other approved curriculum**

Other approved curricula: **Total Control Training, Inc.**

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Adams County	4,944
Allegheny County	25,829
Beaver County	6,364
Berks County	14,413
Blair County	5,164

Bradford County	2,402
Bucks County	17,307
Butler County	7,887
Cambria County	6,593
Carbon County	3,065
Centre County	4,163
Chester County	13,262
Clarion County	1,505
Clearfield County	3,909
Columbia County	2,550
Crawford County	3,349
Cumberland County	8,029
Dauphin County	7,386
Delaware County	8,761
Elk County	1,875
Erie County	8,451
Fayette County	4,932
Franklin County	6,077
Huntingdon County	1,916
Indiana	3,581
Lackawanna County	5,136
Lancaster County	19,343
Lawrence County	3,774
Lebanon County	5,943
Lehigh County	8,767
Luzerne County	8,776
Lycoming County	4,783
McKean County	1,730
Mercer County	4,294

Mifflin County	1,703
Monroe County	5,817
Montgomery County	17,446
Northampton County	10,116
Northumberland County	3,594
Philadelphia County	12,373
Schuylkill County	5,735
Snyder County	1,660
Somerset County	3,977
Tioga County	1,997
Union County	1,501
Wayne County	2,373
Westmoreland County	14,401
York County	19,816

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: **378,668**

**Use of fees collected from motorcyclists for motorcycle programs**

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: **Data State**

**Legal citations for each law state criteria.**

<b>Requirement Description</b>	<b>State citation(s) captured</b>
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding	No

motorcycle training and safety programs are spent on motorcycle training and safety programs.	
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## 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).



## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

<b>Supporting Documents</b>
Part 1300 Certs & Assurances - PA 2020 HSP.pdf
FW External HSP comments.msg

