

FEDERAL FISCAL YEAR 2016

PENNSYLVANIA HIGHWAY SAFETY PLAN



report

Pennsylvania Highway Safety Plan

Federal Fiscal Year 2016

prepared for

National Highway Traffic Safety Administration

prepared by

Pennsylvania Department of Transportation

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Introduction to the Pennsylvania Highway Safety Planning Process

PENNSYLVANIA HIGHWAY SAFETY PLAN



1. Introduction to the Pennsylvania Highway Safety Planning Process

EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes, deaths, injuries, and property damage. In order to secure funding each state must submit to The National Highway Traffic Safety Administration (NHTSA) a Highway Safety Plan (HSP). Contained in the HSP must be a set of clear and measurable highway safety goals, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. This Pennsylvania HSP for Federal Fiscal Year (FFY) 2016 serves as the State of Pennsylvania's application to NHTSA for Federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Moving Ahead for Progress in the 21st Century (MAP-21). The following problem areas will be addressed through the FFY 2016 HSP:

- Impaired Driving;
- Occupant Protection;
- Speeding and Aggressive Driving;
- Distracted Driving;
- Mature Drivers;
- Motorcycle Safety;
- Young Drivers;
- Pedestrian Safety;
- Bicycle Safety;
- Commercial Vehicles; and
- Traffic Safety Information Systems.

Pennsylvania's proposed HSP goal is to reduce fatalities by one-half by the year 2030 using the 2006-2010 5-year average 1,413 as the baseline. By 2016, Pennsylvania hopes to reduce fatalities to a 5-year average of 1,201. With this goal in mind, Pennsylvania would be at 706 fatalities in 2030. This goal aligns with Pennsylvania's Strategic Highway Safety Plan (SHSP). Safety has always been 1 of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the HSP and SHSP reflect a substantial broad-based effort designed to meet the ambitious goal.

The Department's Division of Highway Safety and Traffic Operations (DHSTO) is directly responsible for the identification of roadway safety issues related to both driver behavior and roadway improvements. To address the constant demand of evolving highway safety concerns DHSTO develops multiple plans throughout the year that collectively make up the PennDOT HSP. DHSTO's problem identification and performance target-setting processes, performance targets and measures, and strategies related to the program areas are described in this plan.

MISSION STATEMENT

DHSTO fulfills its mission through a variety of public information, education, and enforcement efforts. The FFY 2016 HSP describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures.

Vision

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

Mission

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

ORGANIZATION AND STAFFING

DHSTO is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach our fatality reduction goals. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe much can be accomplished in promoting safe driving practices.

The Deputy Secretary for Highway Administration, R. Scott Christie, P.E., is the Governor's Highway Safety Representative for Pennsylvania. The Chief of DHSTO, Glenn Rowe, P.E., is the Coordinator for Pennsylvania's Highway Safety Program.

The functions of the Highway Safety Program are conducted by the Program Services Unit of the Safety Management Section (SMS). The Section Supervisor of SMS is currently vacant, but should be filled sometime during the summer of 2015. This individual will oversee the activities of the Highway Safety Program, Highway Safety Improvement Program, Crash Information Systems and Analysis Unit, and the Risk Management Unit. They will also serve as the Operational Manager for deploying the Integrated Safety Management System (ISMS) and for the development of the Strategic Highway Safety Plan (SHSP).

The Program Services Unit, also referred to as the Pennsylvania Highway Safety Office, consists of 1 Manager, 2 Supervisors, and 4 Specialists. In addition, the financial functions of the Highway Safety

Program are handled by the Quality Assurance Specialist, who reports to Tom Glass, Transportation Planning Manager.

- **Tom Glass, Transportation Planning Manager (TPM)** – Manages the Program Services Unit, including the planning, administration, fiscal control, and evaluation of the Commonwealth’s Highway Safety Program financed through NHTSA highway safety and other Federal and state funds. Other duties include submission of the Performance Plan, the Highway Safety Plan and Program Cost Summary required for the Section 402 funding, the Annual Report, and general direction of the highway safety program. This position supervises 2 TPSS and 1 TPS-1 personnel.

Relevant Training: NHTSA Program Management; NHTSA Financial Seminar; NHTSA Data Analysis and Evaluation Course; TESC; CDART; ESS; The Hiring Toolkit (specifically for PennDOT Supervisors); dotGrants Application “Train-the-Trainer”; Intelligrants Grant Designer Form Builder Training; PennDOT Leadership Academy for Supervisors; National Association for Pupil Transportation courses #801 and #802; National Safe Kids Campaign National Standardized Child Passenger Safety Training Program; PennDOT Workforce and Succession Planning; PennDOT Absence Management for Supervisors; and The Hiring Toolkit.

- **Troy Love, Transportation Planning Specialist Supervisor (TPSS)** – Manages the Impaired Driving Program. Oversees the completion of Section 405(d) applications, collection of BAC results for FARS, implementation of impaired driving crackdowns and mobilizations, and other impaired driving programs and activities. Manages individual grants to conduct impaired driving enforcement, DUI court grants, the DUI Technical Services contract, the statewide Ignition Interlock Quality Assurance Program, the Institute of Law Enforcement Education MOU with the Pennsylvania Department of Education, and other projects. Assists with the Department’s dotGrants system and oversees any upgrades and enhancements as needed. This person supervises 2 Transportation Planning Specialists.

Relevant Training: NHTSA Program Management; NHTSA Impaired Driving Program Management; NHTSA Data Analysis and Evaluation Course; NHTSA Financial Seminar; Intelligrants Grant Designer Form Builder Training; BHSTE/CDART; Crystal Reports 1 and 2; and PennDOT Leadership Academy for Supervisors.

- **Vacant, Transportation Planning Specialist Supervisor (TPSS)**
- **Scott Kubisiak, Transportation Planning Specialist 1 (TPS-1)** – An Assistant Manager of the Program Services Unit. Coordinates and compiles statistical data for the Sobriety Checkpoint and Aggressive Driving Enforcement and Education Programs. Serves as Project Manager for the Ignition Interlock program, DUI courts, Enforcement and Judicial Outreach programs, and paid media activities. Manages all project activity for highway safety regions 4 and 6.

Relevant Training: NHTSA Program Management; NHTSA Impaired Driving Program Management; and NHTSA Data Analysis and Evaluation Course (March 2008 and November 2012).

- **Ryan McNary, Transportation Planning Specialist 1 (TPS-1)** – An Assistant Manager of the Program Services Unit. Serves as Project Manager for Pennsylvania’s DUI Technical Services Contract,

Traffic Safety Resource Prosecutor (TSRP), Crash Records Law Enforcement Liaison Project, and Data-Driven Approaches to Crime and Traffic Safety (DDACTS). Manages all projects in highway safety region 1, the Philadelphia Pedestrian Safety agreement, the administration of Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC), and mature driver and CMV safety programs.

Relevant Training: NHTSA Program Management; NHTSA Data Analysis and Evaluation; NHTSA Older Driver Safety Program Management (e-learning); NHTSA Pedestrian Program Management; DDACTS; Intelligrants Grant Designer/Form Builder; Crash Data Analysis Retrieval Tool (CDART); PennDOT Engineering and Traffic Studies; CRN Evaluator I; and FEMA IS-100, IS-400, and IS-700.

- **Vacant, Transportation Planning Specialist 1 (TPS-1)**
- **Christopher Swihura, Transportation Planning Specialist (TPS-1)** – An Assistant Manager of the Program Services Unit. Serves as the, Pennsylvania State Police program manager, Pennsylvania Teen Driver Safety Program Grant Manager, School Bus Projects Coordinator, PI&E Grant Funds Administrator, Motorcycle Safety Projects Coordinator, Process Manual Updates Coordinator, and manages all project activity for highway safety regions 3 and 5.

Relevant Training: NHTSA Program Management; NHTSA Impaired Driving; NHTSA Standardized Child Passenger Safety Training Course; NHTSA Data Analysis and Evaluation; CDART; Crystal Reports 1; and *Traffic Occupant Protection Strategies (TOPS)* Course

- **Michael Dudrich, Transportation Planning Specialist (TPS-1)** – Serves as the Quality Assurance Manager for the highway safety program. Assists with fiscal administrative efforts in preparation of Federal voucher submissions to comptroller. Reviews and tracks grantee reimbursements for errors and noncompliant items; providing training to grantees as necessary. Conducts on-site project quality assurance audits in compliance with Federal requirements. Serves as the Bureau’s e-grants fiscal manager. Assists in the management of the Commonwealth’s access to the Federal Grants Tracking System and with the day-to-day activities related to the administration of the \$15.0 million Highway Safety Grant Program.

Relevant Training: NHTSA Program Management; NHTSA Managing Federal Finances; and NHTSA Data Analysis and Evaluation.

TIMELINE AND PLANNING PROCESS

The DHSTO 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.

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 30 th . Program staff begins work on FFY 2015 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 2017 Highway Safety Plan. Final reimbursement claims for FFY 2015 are processed. Coordinate participation in the Thanksgiving Click It or Ticket (CIOT) mobilization.
December	Finalize FFY 2015 Annual Report. Conduct second meeting of the SAC. Coordinate participation in the Holiday Impaired Driving mobilization.
January	Conduct final SAC meeting to establish FFY 2017 program area countermeasures and budgets. Program staff begins FFY 2016 project monitoring visits.
February and March	Submit FFY 2017 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 2017 local grant opportunities and begin preparation of FFY 2017 Highway Safety Plan (HSP) and 405 certifications. Coordinate Memorandum’s of Understanding for FFY 2017 state projects approved by the SAC. Conduct activities for National Distracted Driving Awareness Month.
May and June	Finalize FFY 2017 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 2017 local grants. Complete processing of FFY 2017 local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to FFY 2016 grantees.

Strategic Partners and Stakeholders

The Safety Advisory Committee (SAC) members provide input on safety program areas and effective countermeasures to help achieve DHSTO'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 PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan.

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 goals 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.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 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 about half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 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 70 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 Drug and Alcohol Programs

According to Pennsylvania statute, individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. The intent is to properly identify those individuals who have an alcohol or drug addiction and ultimately lead to a reduction in DUI recidivism by including treatment as a component of the court sentencing. This is a crucial factor in the success of the combined health/legal approach to reducing impaired driving. In 2014, the pre-screening evaluation of DUI offenders recommended that more than 85 percent of those offenders undergo a full drug and alcohol assessment. Of all the DUI convictions in 2014, 60

percent were for a second or subsequent conviction. The burden of ensuring compliance with this statute lies within each county court and compliance has a direct impact on recidivism. According to court data and a recent state Supreme Court case, the county courts are failing to universally comply with this statute. This project will evaluate the programs within the county court systems to review compliance with statute, as well as to identify best practices to share with non-compliant counties.

[Department of Education Institute for Law Enforcement Education](#)

Providing and coordinating training for the police community is paramount in reaching the safety goals 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 3-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 15 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. All of the grants are awarded competitively except for the Municipal Impaired Driving Enforcement and Police Traffic Services grants which are awarded through formulae based on the number

of applicable crashes by municipality and the willingness and ability of a municipality to implement the program.

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:

- Targeting programming towards local highway safety issues as identified by data review;
- Coordination of educational programs for various audiences;
- Utilization of materials/program/projects which are appropriate and effective;
- Education of the public concerning Pennsylvania's motor vehicle laws;
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
- 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.

Children's Hospital of Philadelphia's Teen Outreach Evaluation

Review of current Pennsylvania Highway Safety Office traffic safety school outreach programs, assessment of additional programming options, and recommendations for future program planning.

Philadelphia Pedestrian Safety Focus City Program

PennDOT's funding application was a joint effort with the City of Philadelphia, which was Pennsylvania's only identified focus city. Since receiving the award, PennDOT has partnered with the City of Philadelphia Mayor's Office to incorporate innovative outreach methods targeting high pedestrian crash locations throughout the city.

Grant Funding Process

Grant application information is distributed to parties expressing interest in the grants. Included are descriptions of the program, program requirements, eligibility and qualifications, and guidance on administering the funds. Also included is guidance on forming proper problem identification and on selecting acceptable countermeasures and metrics.

FFY 2016 Local Grant Opportunities

1. Community Traffic Safety Project: Competitive

Traffic safety educational outreach programs to schools and communities targeting local safety issues identified through data analysis. Provide support towards national and statewide enforcement mobilizations and other programs.

Eligible: Local governments, Pennsylvania State-related universities, and Pennsylvania State System of Higher Education universities.

2. Occupant Protection Enforcement and Education Program: Competitive

Coordination of statewide occupant protection enforcement and education program. Includes coordination, support, and administration of local police department participation in national and statewide enforcement mobilizations and associated educational outreach efforts.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

3. Aggressive Driving Enforcement and Education Program: Competitive

Coordination of statewide aggressive driving enforcement and education program. Includes coordination, support, and administration of local police department participation in national and statewide enforcement mobilizations and associated educational outreach efforts.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

4. Mature Driver Safety Program: Competitive

Mature Driver Safety initiative to provide additional training and education to the motoring public, including mature driver's themselves, and law enforcement officers regarding mature drivers, and to re-evaluate the tools and strategies we have in place to assist the safety of our older drivers.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

5. Pedestrian Education and Enforcement Program: Competitive

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.

6. Commercial Motor Vehicle Education and Outreach: Competitive

Coordination of Commercial Motor Vehicle safety outreach and education programs, including the hosting of a statewide seminar in partnership with the Pennsylvania State Police and the Motor Carrier Safety Advisory Committee.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

7. Municipal Impaired Driving Enforcement: Allocation Formula

Coordination of local police participation in impaired driving enforcement countermeasures, including officer overtime, necessary equipment purchases, and associated training.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

8. Police Traffic Services Program: Allocation Formula

Coordination of local police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures, including officer overtime, necessary equipment purchases, and associated training.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

9. DUI Court: Competitive

Development and facilitation of a DUI Court system, including judicial training in the area of DUI courts, establishment of new probation officers whom monitor DUI court participants, and necessary equipment.

Eligible: Pennsylvania County Courts.

10. Traffic Safety Resource Prosecutor: Competitive

Coordination of the Traffic Safety Resource Prosecutor position in accordance with national and state guidelines in support of the Commonwealth's Highway Safety Program.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

11. Crash Records Law Enforcement Liaisons: Competitive

Coordination of the Crash Records Law Enforcement program designed to assist the Pennsylvania Department of Transportation with transitioning crash records submissions by Pennsylvania Police Agencies from paper to electronic filing in addition to other services as identified.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

12. Teen Driver Safety Program: Competitive

Coordination of parent/caregiver workshops, mini-grants for peer-to-peer programs and development of youth traffic safety summits.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

13. Judicial Outreach Liaison (JOL): Competitive

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 promotes best practices such as DUI courts and other evidence based best practices.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

14. DUI Law Enforcement Liaisons: Competitive

Their tasks include providing technical assistance to the impaired driving task forces, relay proper case law regarding various aspects of impaired driving, and to act as an extension of PennDOT for our law enforcement partners.

Eligible: Local governments, colleges or universities, hospitals, and nonprofits.

Grant applications are reviewed by a committee that scores each proposal on 7 key areas:

1. **Problem Statement:** Is the problem clearly identified? Data analysis and evaluation are the foundation for the project and will determine the structure and accuracy of the goals, activities, results, and evaluation efforts for the duration of the project. This section must not only identify problems but precisely communicate why it is a problem.
2. **Alignment to Strategic Focus Area (SFA) and National Highway Traffic Safety Administration (NHTSA) goals:** Does this program address 1 or more of the SFAs and NHTSA goals? Are the program goals clearly outlined?
3. **Program Activities:** Does the request clearly identify the strategies/activities to be conducted? Will the activities to be conducted address the problem stated?
4. **Measurement of Results/Evaluation/Effectiveness:** Are the results measurable, dependable and aligned with the grant goals? Is a Table of Measurements included as part of the grant proposal? An important component is how well the applicant's proposal addresses the 15 NHTSA Evaluation Criteria:
 - a. Overall Traffic Fatalities;
 - b. Number of Serious Injuries;
 - c. Fatalities per 100 Million Vehicle Miles Traveled;
 - d. Number of Unrestrained Passenger Vehicle Occupant Fatalities;
 - e. Number of Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC;
 - f. Number of Speeding-Related Fatalities;
 - g. Number of Motorcycle Fatalities;
 - h. Number of Unhelmeted Motorcycle Fatalities;
 - i. Number of Drivers Age 20 or Younger Involved in Fatal Crashes;

- j. Number of Pedestrian Fatalities;
 - k. Number of Bicycle Fatalities;
 - l. Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants;
 - m. Number of Safety Belt Citations Issued During Grant-Funded Enforcement Activities;
 - n. Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities; and
 - o. Number of Speeding Citations Issued During Grant-Funded Enforcement Activities.
5. **Past Performance:** Has the applicant’s past work-related safety experience and/or grant performance history demonstrated a proven ability to fully develop and implement a successful highway safety program?
6. **Agency/Personnel Qualifications:** Does the applicant’s education and work experience demonstrate the proven expertise to conduct a highway safety program in the area of highway safety laws and regulations, problem identification, strategic program development, program delivery, budget management, interim and final evaluations, report writing, and related duties?
7. **Proposed Budget:** Does the proposed budget make sense given the activities planned? Is it within the statewide budget planned at the beginning of the grant cycle?

Upon conclusion of the grant application period a team of scorers utilize an objective scoring method applied equally to all applications. Successful applications are determined by how well the applicant’s proposal addresses problem identification, program goals, 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. Individual local project budgets are established based on a review of multiyear crash data to prioritize problematic program areas and/or locations. Upon completion of negotiations, proposals are routed through the dotGrants grant approval workflow, consisting of review and electronic approval by DHSTO, 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 within 1 week of the operations.

COUNTERMEASURE AND STRATEGY SELECTION PROCESS

The statewide safety partners work to achieve Pennsylvania’s safety goals through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. Section 4.0 shows what programs and projects will take place in Fiscal Year 2016 by program area. 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 highway safety office 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, Seventh Edition, 2013” are included with the countermeasure descriptions (CTW, Chapter: Sections).

COORDINATION WITH SHSP

Pennsylvania’s long-range highway safety goal and priorities are set in the SHSP. According to that plan, the goal is to reduce the 5-year average of total fatalities and total major injuries by 50 percent between 2010 and 2030. The baseline 2006-2010 average was 1,413 fatalities. The annual goals set by the HSP represent the pace on which fatality reduction would have to remain to reach the long-term goal.

Figure 1.2 Historic Fatalities and Goals

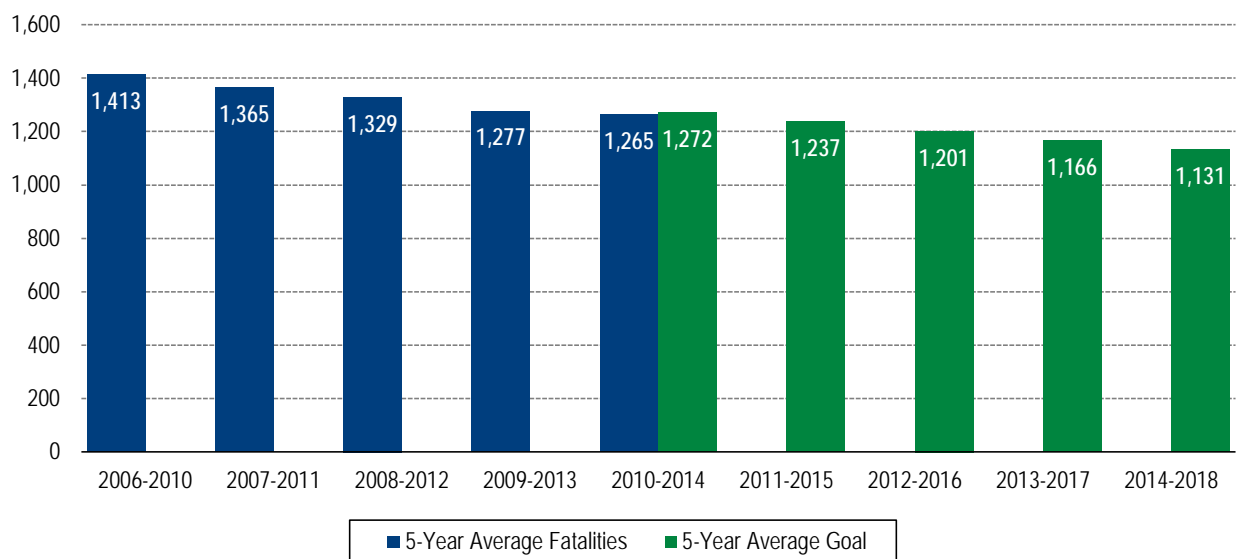


Figure 1.3 Historic Serious Injuries and Goals

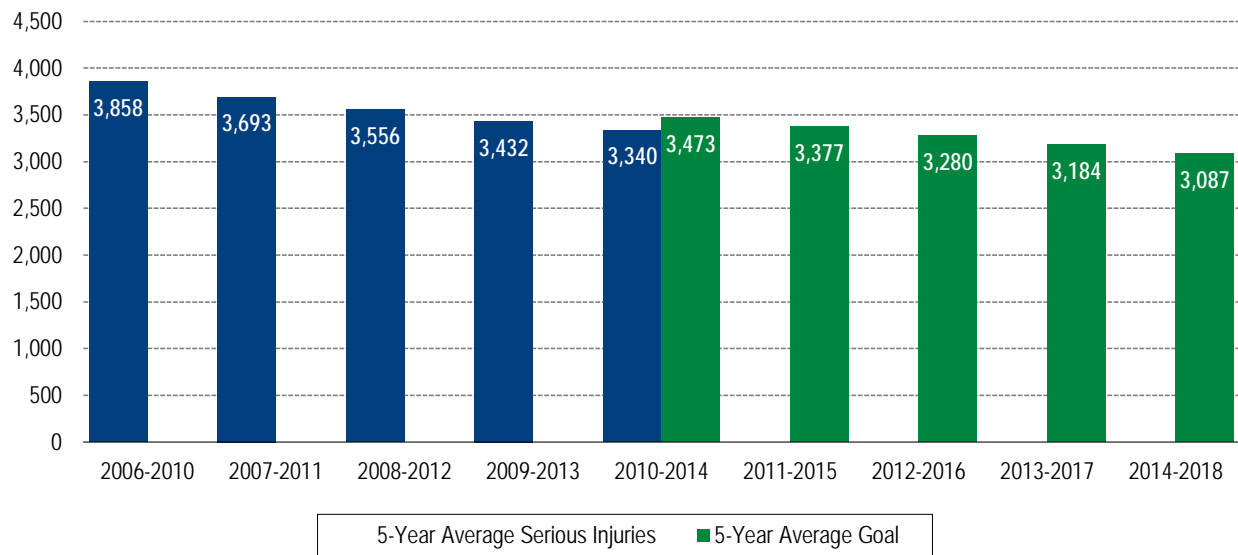
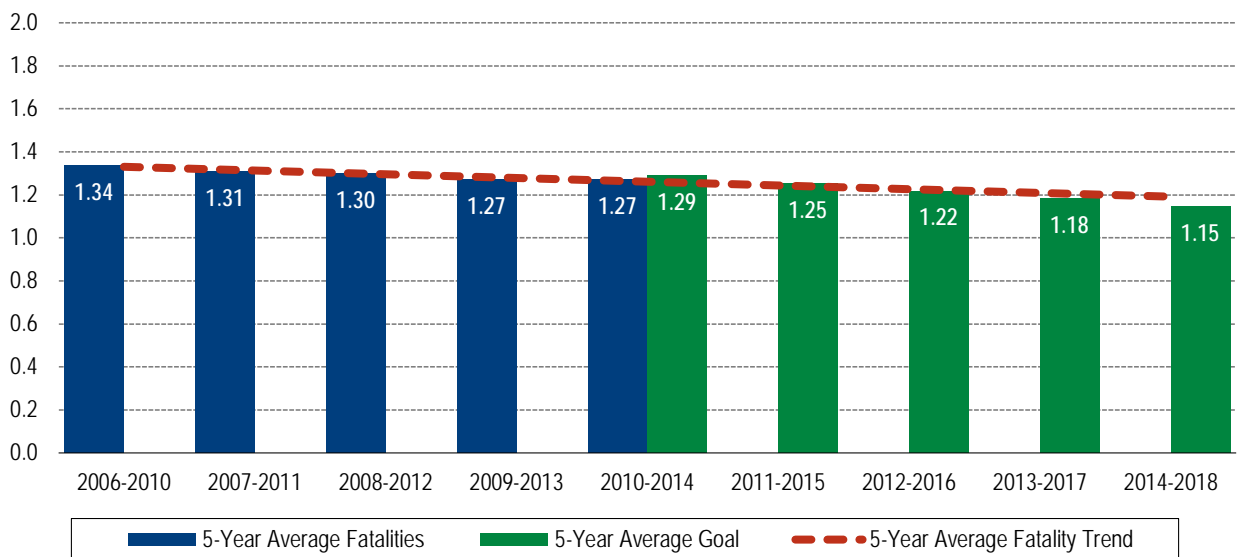


Figure 1.4 Historic Fatalities per Million Vehicle Miles Traveled (MVMT) and Goals



DHSTO staff have 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 SHSP was updated in 2012 with DHTSO actively participating in the process which involved adopting Toward Zero Deaths as a goal for the plan and the selection of 7 vital safety focus areas (SFA). The behavioral goals, strategies, and action steps in Pennsylvania’s SHSP reflect the activities and programs in the HSP.

The 7 vital safety focus areas in the SHSP are as follows:

1. Reducing Aggressive Driving;
2. Reducing Impaired (DUI) Driving;
3. Increasing Seatbelt Usage;
4. Creating Infrastructure Improvements;
5. Reducing Distracted Driving;
6. Reducing Motorcycle Crashes; and
7. Addressing Mature Driver Safety.

In addition to these 7 SFAs, 9 additional focus areas were identified:

- Teen Driver Safety;
- Enhancing Safety on Local Roads;
- Improving Pedestrian Safety;
- Improving Traffic Records Data;
- Commercial Vehicle Safety;
- Improving Emergency/Incident Response Time;
- Improving Bicycle Safety;
- Enhancing Safety in Work Zones; and
- 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 can be found at: <http://www.justdrivepa.org/Resource-Center/Traffic-Safety-Publications/>. The SHSP is scheduled for revisions beginning in the fall of 2015.



FFY 2015 Performance Report

PENNSYLVANIA HIGHWAY SAFETY PLAN



2. FFY 2015 Performance Report

Table 2.1 provides the results of Pennsylvania’s progress in meeting the State’s core performance measures identified in the FFY 2015 HSP.

Table 2.1 Progress in Meeting NHTSA Core Performance Measures Identified in FFY 2015 HSP

Program Area	SHSP Performance Goal (2010-2014)	Status	Comments
Traffic Fatalities	1,272	Goal Met: The average number of fatalities from 2010 to 2014 was 1,265 per year	Pennsylvania reported a record low of 1,195 highway deaths in 2014. This is the lowest number since recordkeeping began in 1928
Serious Injuries	3,473	Goal Met: The average number of serious injuries from 2010 to 2014 was 3,340 per year.	There were 208 fewer serious injuries in 2014 than 2013. This resulted in a 6.4 percent reduction
Unrestrained Passenger Vehicle Occupant Fatalities	478	Goal Met: The average number of unrestrained occupant fatalities from 2010 to 2014 was 461 per year.	There were 36 fewer unrestrained fatalities in 2014 than 2013. This resulted in a 8.6 percent reduction.
Drivers Age 20 or Younger Involved in Fatal Crashes	208	Goal Met: The average number of teen driver fatalities from 2010 to 2014 was 174 per year.	There were 6 more young driver fatalities in 2014 than 2013. This recent increase leveled the trend.
Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC	418	Goal Met: The average number of alcohol-impaired fatalities from 2010 to 2014 was 314 per year.	There were 62 fewer >0.08 BAC fatalities in 2014 than 2013. This resulted in a 21.2 percent reduction.
Speeding-Related Fatalities	633	Goal Met: The average number of speeding-related fatalities from 2010 to 2014 was 589 per year.	There were 85 fewer speeding-related fatalities in 2014 than 2013. This resulted in a 15.5 percent reduction.
Motorcyclist Fatalities	195	Goal Not Met: The average number of motorcyclist fatalities from 2010 to 2014 was 200 per year.	There were 4 more motorcycle fatalities in 2014 than 2013. This recent increase leveled the trend.
Number of Un-helmeted Motorcyclist Fatalities	99	Goal Not Met: The average number of un-helmeted motorcyclist fatalities from 2010 to 2014 was 101 per year.	There were 3 fewer un-helmeted motorcyclist fatalities in 2014 than 2013. This resulted in a 3.2 percent reduction.
Pedestrian Fatalities	132	Goal Not Met: The average number of pedestrian fatalities from 2010 to 2014 was 154 per year.	There were 19 more pedestrian fatalities in 2014 than 2013. This recent increase leveled the trend.
Seat Belt Usage	84.5%	Goal Not Met: The rate of seat belt use for 2014 was 84 percent.	The 84 percent seat belt rate matches the highest rate over the past 3 years.
Fatalities per VMT	1.29	Goal Met: The average annual fatality rate from 2010 to 2014 was 1.26.	The 1.27 fatalities per VMT rate of 2014 equaled the lowest rate over the past 5 years.
Bicycle Fatalities	14	Goal Not Met: The average number of bicyclist fatalities from 2010 to 2014 was 16 per year.	There were 8 more bicyclist fatalities in 2014 than 2013. This recent increase leveled the trend.

Table 2.1 Progress in Meeting NHTSA Core Performance Measures Identified in FFY 2014 HSP (continued)

Areas Tracked But No Targets Set			
<i>Program Area</i>	<i>2012 Data</i>	<i>2013 Data</i>	<i>2014 Data</i>
Speeding Citations	141,956	142,623	140,467
Seat Belt Citations	17,641	18,415	17,473
DUI Arrests	7,328	9,728	8,685

Source: Pennsylvania State Crash Record System Data.

The decreasing trend in citations can be attributed to reductions in the numbers of contacts made by law enforcement. Feedback from the enforcement community and our Law Enforcement Liaisons has identified officer availability and less available funding as the primary factors for reduced contacts. In 2014, the PA State Police had roughly 500 fewer Troopers available for traffic enforcement than in 2013. The costs for enforcement has also increase over time while the Federal funding provided to States has remained constant, resulting in less return on enforcement investment.



Highway Safety Performance Plan

PENNSYLVANIA HIGHWAY SAFETY PLAN



3. Highway Safety Performance Plan

PROBLEM IDENTIFICATION PROCESS

The Bureau of Maintenance and Operations (BOMO) is responsible for the Commonwealth’s Crash Record System. This system is used to review fatality and serious injury trends by each program area to focus investments. Table 3.1 shows the percent by which each program area contributes to total fatalities and serious injuries in Pennsylvania, with speeding, unbelted drivers, and impaired drivers being the most prevalent.

Table 3.1 Percent of Contributing Crash Factors

Program Area	Fatalities		Serious Injuries		Total Fatalities and Serious Injuries	
	2010 2014 Average	Percent of Statewide Total	2010 2014 Average	Percent of Statewide Total	2010 2014 Average	Percent of Statewide Total
Statewide Total	1,265	100%	3,340	100%	4,605	100%
Impaired Driving	314	25%	393	12%	707	15%
Occupant Protection	461	36%	865	26%	1,325	29%
Speeding	589	47%	930	28%	1,519	33%
Distracted Driving	60	5%	223	7%	284	6%
Older Drivers (65+)	273	22%	476	14%	748	16%
Motorcycles	200	16%	535	16%	735	16%
Young Drivers (16-20)	174	14%	454	14%	628	14%
Pedestrians	154	12%	329	10%	483	10%
Bicyclists	16	1%	60	2%	76	2%

The system also provides the means for identifying high-crash locations, alcohol-related crashes, locations for unbelted fatalities, aggressive driving crash locations, heavy truck crashes, pedestrian and bicycle crashes, motorcycle crashes, and distracted, young, and mature driver crashes. The crash location data can be broken out by county, district office, Metropolitan Planning Organizations, and municipality. The data can be broken down by ages, types of vehicles, holiday periods, etc. Examples of crash location maps are shown in the Program Area section for occupant protection, speeding, motorcycles, pedestrians, and commercial vehicles.

The system also can identify high-crash cluster areas to address particular types of crashes. The definition of a cluster can vary based on the problem identified. A particular length of roadway is reviewed, and if 5 or more crashes occurred within the required length of roadway over a 3- to 5-year period, it may be

considered a cluster. A decision is then made to determine if education, enforcement, engineering, or a combination of these components are needed to address the problem.

DHSTO provides 5-year alcohol-related crash data on a yearly basis for distribution to each of the approximately 50 DUI law enforcement projects. This data enables project coordinators to pinpoint significant high-crash target roadways for directing sobriety checkpoints and roving patrols. Additionally, State and local police rely upon local road data for targeting enforcement events. Local data would include nonreportable alcohol-related crashes, as well as alcohol-related incidents and DUI arrests.

A NHTSA Aggressive Driving Crash is any crash where there were 2 or more aggressive driving crash causation factors noted in the crash report. Currently, any road segment (one-third to half-mile in length) in the State with 5 or more NHTSA Aggressive Driving crashes over the previous 5 years is considered. Using this threshold ensures that our officers will most likely be in the presence of more aggressive drivers. High-visibility enforcement should raise awareness of this concern and lead towards safer driving practices.

Unbelted crash and fatality statistics and seat belt observational use data are used to determine low seat belt use locations for occupant protection education and enforcement programs.

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

Pennsylvania has placed high importance on the availability of crash data. Pennsylvania crash data for 2014 was made available in April of 2015. The goal for completion of 2015 crash data is April of 2016. Currently, there is no backlog of unentered crash report forms. Most crash report forms received are entered into the system within 2 weeks.

All proposals for highway safety grants must address critical safety needs by analysis of crash data as a principal basis for safety programs and utilize proven safety countermeasures as the principal tools to address the identified problems. Additional data must be utilized to sufficiently tie broad program area goals to the specific countermeasures proposed in the application. This data might include injury data; license, registration and conviction data; as well as demographic, geographic, and other data from various sources. How and why specific tasks and countermeasures were selected for funding and implementation should be clearly articulated.

Additional Sources of Data

In addition to crash records, PennDOT relies on other data sources to identify traffic safety problems and select countermeasures. Using a comprehensive approach towards problem identification ensures funding is invested towards programs which can be expected to provide the greatest return in traffic safety benefits.

PennDOT analyzes citation and arrest data from overtime police details conducted with Federal funding during grant operations. Grantees are required to report these results through the dotGrants website. While targets are not based on reaching citation and arrest goals, the data provides a snapshot of enforcement's effectiveness. To acquire citation and arrest data from nonovertime and nongrant-funded police details, PennDOT must contact the Administrative Office of Pennsylvania Courts (AOPC). Data from the AOPC

is especially important when selecting law enforcement agencies for grant-funded activity where PennDOT has no prior arrest data. PennDOT also utilizes AOPC Data to fill various media requests.

Court Reporting Network (CRN) evaluations are also utilized to identify data trends for refining countermeasure implementation. In accordance with Title 75, individuals charged with a DUI are required to be evaluated using CRN tools to determine the offender's involvement in alcohol or drugs prior to sentencing. There were nearly 48,000 CRN evaluations conducted during 2012. According to these evaluations, 2012 year-end statistics show that 74.2 percent of all arrests for DUI offenders were male, 19 percent were in the 21-24 age group, 82 percent were white, 52.8 percent were single or not married, and the average BAC for all offenders at the time of arrest was 0.17 percent. In addition to selecting countermeasures to address impaired driving, PennDOT utilizes the CRN evaluation results in planning the media component of high-visibility enforcement mobilizations, as seen within the Paid Media project within the Impaired Driving section of this report.

Conviction and recidivism rates are also reviewed to support Judicial Outreach and DUI Court program planning. As noted in the DUI Court project description on page 72, convictions for a second or subsequent DUI offense account for 57 percent of all DUI convictions in 2013. Jurisdictional-specific reports are often prepared to strengthen relationships with local judges and to prioritize outreach efforts.

Census data is used to identify locations where bilingual materials, programs, and media should be implemented. PennDOT provides these materials to grantees and partners for use in areas with larger populations of non-English-speaking individuals. In Philadelphia and Chester Counties, bicycle and pedestrian safety programs are implemented for Spanish-speaking communities using bilingual instructors.

Additionally, a number of PennDOT manuals are translated into Spanish and can be located at the following links:

Tutor's Guide

[http://www.dmv.state.pa.us/pdotforms/young_drivers/PUB%20388%20\(12-11\).pdf](http://www.dmv.state.pa.us/pdotforms/young_drivers/PUB%20388%20(12-11).pdf)

Driver's Manual

http://www.dmv.state.pa.us/drivers_manual/spanish_cdl_manual.shtml

Commercial Driver's Manual

http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/sp_pub95s.pdf

Motorcycle Operators Manual

http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/sp_pub490.pdf

Special Point's Exam Study Guide

http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/PUB248S.pdf

Registration and licensing data is used to identify emerging trends, such as increases in mature drivers and motorcycle operators. Mature drivers make up 22 percent of the Pennsylvania driving population. As this percentage is expected to increase moving forward, it is imperative that traffic safety planning shifts focus towards this driving population. The number of licensed motorcyclists has risen roughly 13 percent over the past 10 years. Over the same period there has been a 40 percent increase in the number of registered motorcycles. To address this growing increase in motorcycle riders, PennDOT invests over \$5 million annually to support motorcycle training

and awareness programs. PennDOT also partners with mature driver and motorcycle rider stakeholders to collaborate a comprehensive planning effort within these safety focus areas.

STATEWIDE DEMOGRAPHICS AND CRASH TRENDS

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. One of these municipalities, the Town of Bloomsburg in Columbia County, is the only official “town” in Pennsylvania.

Pennsylvania has nearly 120,000 miles* of roads and highways; 33 percent (39,787 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67 percent (80,149 miles*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes that occur on Pennsylvania roads and highways are investigated and reported by both the Pennsylvania State Police and the approximately 1,300 local municipal police departments. The valuable information originating from these police crash reports is the basis for the statistics that are presented throughout this booklet.

In 2014, there were 121,317 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,195 people and injured another 79,758 people. To add some perspective, the 2014 total of reportable traffic crashes is the fourth lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 98.6 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2014 fatality rate of 1.21 deaths per hundred million vehicle-miles of travel* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

The following data can be found in the 2014 Pennsylvania Crash Facts and Statistics book.¹ Please refer to the book and the Pennsylvania Crash Information Tool (www.dotcrashinfo.pa.gov) for additional traffic safety statistics and information.

On average in Pennsylvania:

- Each day 332 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 3 persons were killed in reportable traffic crashes (1 death every 7 hours).
- Each day 219 persons were injured in reportable crashes (about 9 injuries every hour).

Involvement in Crashes in 2014:

- 1 out of every 46 people was involved in a reportable traffic crash.
- 1 out of every 10,701 people was killed in a reportable traffic crash.
- 1 out of every 160 people was injured in a reportable traffic crash.

¹ ftp://ftp.dot.state.pa.us/public/Bureaus/HighwaySafety/Web%20Development/Crash%20Facts%20Book/2014_CFB_linked.pdf#page=2.

Table 3.2 Deaths and Injuries
5-Year Trends

	2010	2011	2012	2013	2014
Reported Crashes	121,312	125,395	124,092	124,149	121,317
Total Deaths	1,324	1,286	1,310	1,208	1,195
Total Injuries	87,949	87,839	86,846	83,089	79,758
Major Injury	3,555	3,409	3,458	3,254	3,042
Moderate Injury	14,036	13,815	13,519	12,662	12,075
Minor Injury	44,564	43,980	43,441	41,755	40,071
Unknown Injury Severity	25,794	26,635	26,428	25,418	24,570
Pedestrian Deaths	148	149	168	151	166
Pedestrian Injuries	4,474	4,532	4,548	4,413	3,985
Motorcyclist Deaths	223	199	210	181	186
Motorcyclist Injuries	3,930	3,603	3,919	3,322	3,207
Bicyclist Deaths	21	11	16	11	19
Bicyclist Injuries	1,474	1,312	1,377	1,374	1,298
Heavy Truck-Related Deaths	157	156	159	147	151
Alcohol-Related Deaths	459	428	404	381	333
Speed-Related Deaths	404	346	371	322	312
Billions of Vehicle-Miles	103.3	101.2	100.2	99.5	98.6

Age Group

Looking at the 2014 Pennsylvania driver data, as driver age groups increased in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreased considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that required a mandatory 6-month waiting period between obtaining a Learner’s Permit and testing for licensure. It also reflected the limited time 16-year-old drivers used the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Table 3.3 Drivers in Crashes by Age Group

Age Group	Pennsylvania Drivers Involved in Crashes	Pennsylvania Total Drivers ^a	Percent Involved in Crashes
16	1,543	59,768	2.60%
17	4,253	94,171	4.50%
18	4,968	114,163	4.40%
19	5,260	126,053	4.20%
20	5,139	132,283	3.90%
21	5,412	136,593	4.00%
22-24	15,781	433,452	3.60%
25-29	20,933	734,456	2.90%
30-39	30,395	1,378,379	2.20%
40-54	41,289	2,351,050	1.80%
55-59	12,254	883,605	1.40%
60-64	9,376	779,028	1.20%
65-69	6,759	641,657	1.10%
70-74	4,680	454,024	1.00%
75 and Over	7,386	770,036	1.00%
Unknown	27	N/A	N/A

^a Pennsylvania Total Drivers includes total Pennsylvania Licensed Drivers and Pennsylvania Drivers who have their Learner’s Permit (no driver’s license).

Mature drivers are overrepresented in multiple vehicle crashes, due in part to the loss of physical and cognitive abilities. Younger drivers are also over-represented in multi-vehicle crashes as younger drivers are more easily distracted while driving.

Table 3.4 Single and Multiple Vehicle Crashes of Young and Mature Drivers

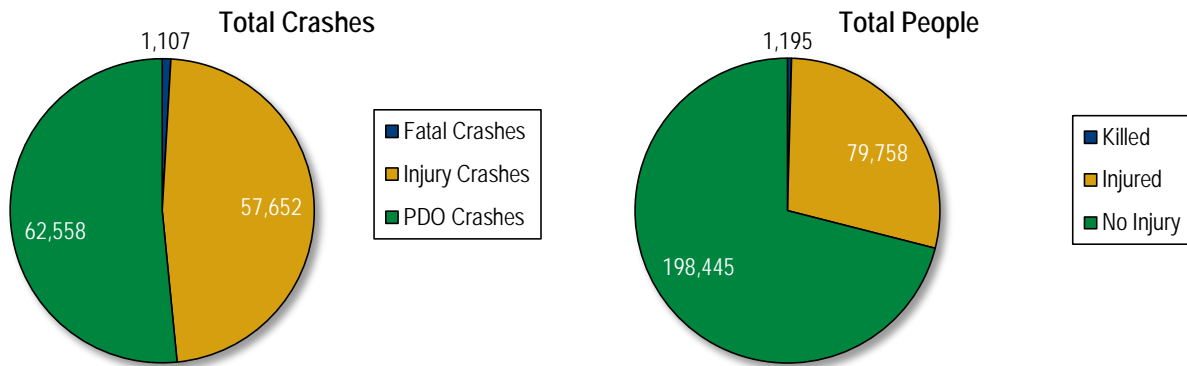
Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single-Vehicle Crash	46% 55,726 crashes	39% 10,504 crashes	20.8% 2,486 crashes	21.2% 1,595 crashes
Multiple-Vehicle Crash	54% 65,466 crashes	61% 16,442 crashes	79.2% 9,446 crashes	78.8% 5,921 crashes

Severity

Crashes involving deaths and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2014, most were not injured, and those

who were injured suffered mostly minor injuries. The 1,195 deaths in 2014 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 86 years.

Figure 3.1 Severity of Crashes



Type of Vehicles

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths. Compared with previous years, light truck, van, and SUV vehicles in 2014 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles increased from 181 in 2013 to 186 in 2014.

Table 3.5 Vehicles Involved in Crashes

	Vehicles	Occupant Deaths
Passenger Car	111,070	511
Light Truck/Van/SUV	74,268	258
Heavy Truck	7,168	27
Motorcycle	3,368	186
Bicycle	1,311	19
Commercial Bus	498	0
School Bus	369	0
Other	1,536	28

Crash Locations

Road Type

Pennsylvania has approximately 1,367 miles of Interstate highway, 39,000 miles of U.S. and state highway, 556 miles of Turnpike, and 79,412 miles of local roads. The majority of crashes, injuries, and fatalities take place on U.S. and state highways or on local roads. These 2 types of roads not only account for the majority of roadway miles, they also have much higher rates of crashes, injuries, and fatalities. Local roads have the highest rate of crashes and injuries, and U.S. and state highways have the highest fatality rate per vehicle-mile traveled. The Turnpike was Pennsylvania’s safest road in every category.

Table 3.6 Crashes by Road Type

	State Highway (Interstate)	State Highway (Other)	Turnpike	Local Road	Other
Crashes	9,462	79,250	2,455	30,138	12
Persons Killed	94	887	16	198	0
Persons Injured	5,474	54,292	1,143	18,842	8
Miles of Maintained Road	1,368	392,234	551	79,588	–
100 MVM Traveled	175	571	57.8	182.5	–
Crashes/MVM	0.54	1.39	0.42	1.65	–
Persons Killed/100 MVM	0.54	1.55	0.28	1.08	–
Persons Injured/MVM	0.31	0.95	0.2	1.03	–

Note: MVM = million vehicle-miles.

Counties

The highest number of crashes occurred in counties with the highest populations. 53 percent of all crashes took place in 10 counties. Traffic deaths do not correspond as well to county population because fatal accidents are more likely to occur in suburban or rural areas where traffic is more free-flowing and speeds are higher.

Table 3.7 Top 10 Counties by Crashes, Fatalities, and Major Injury Crashes

County	Metropolitan Area	Crash	Fatality	Injury Crashes
Philadelphia	Philadelphia	●	●	●
Allegheny	Pittsburgh	●	●	●
Montgomery	Philadelphia	●	●	●
Bucks	Philadelphia	●	●	●
Delaware	Philadelphia	●		●

County	Metropolitan Area	Crash	Fatality	Injury Crashes
Lancaster	Lancaster	●	●	●
Chester	Philadelphia	●	●	●
York	York	●	●	●
Berks	Reading	●		●
Westmoreland	Pittsburgh		●	
Lehigh	Allentown-Bethlehem	●	●	●
Luzerne	Scranton-Wilkes Barre		●	●
Schuylkill	None			
Erie	Erie			

When Crashes Occur

Month

There was not much variance in the number of crashes per month. There was an increase from October to January and in May and June, and the highest number of crashes took place in December. Crashes in January and February were the least likely to result in a fatality. March and June to September were the months in which a crash was most likely to result in a fatality. August was the most dangerous month, with 10.9 percent of fatalities.

Table 3.8 Crashes by Month

Month	Crashes		Deaths	
	Crashes	% Change	Deaths	% Change
January	12,756	-10.50%	75	-6.30%
February	10,503	-8.70%	63	-5.30%
March	8,928	-7.40%	91	-7.60%
April	8,489	-7.00%	78	-6.50%
May	9,478	-7.80%	105	-8.80%
June	9,419	-7.80%	103	-8.60%
July	9,272	-7.60%	119	-10.00%
August	9,471	-7.80%	130	-10.90%
September	9,367	-7.70%	100	-8.40%
October	11,073	-9.10%	101	-8.50%
November	11,651	-9.60%	115	-9.60%
December	10,910	-9.00%	115	-9.60%

Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The highest number of holiday crashes and fatalities happened around Thanksgiving, Memorial Day, Independence Day, and Labor Day.

Day of Week and Time of Day

More crashes occurred on Friday and Saturday. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes, which could be attributed to alcohol use. During the day the most crashes happen during the PM peak, between 3:00 and 5:00. There was a slight spike during the AM peak. Crashes are most likely to be fatal at nighttime, between 7:00 p.m. and 7:00 a.m., and within that time the worst hour is 2:00 a.m., closing time for bars in Pennsylvania.

Crash Factors

Driver Error

Nationally, about 90 percent of all crashes can be attributed to some error in driver behavior. Speeding is by far the problem in the most crashes, and in the most fatalities. However, as a percent of total crashes, drivers who had been drinking were the most likely to result in a fatality. Other common causes of crashes are not following roadway rules (improper turning, proceeding without clearance) and distracted driving.

Table 3.9 Crashes Involving Driver Error

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	32,069	434
Drinking Driver	9,609	188
Improper Turning-Related	12,182	72
Distracted Driver	7,861	68
Proceeded Without Clearance	4,162	61
Careless/Illegal Passing	13,964	49
Tailgating	2,567	20
Drowsy Drivers	5,456	9

Behavioral Survey

NHTSA Core Performance Measures evaluation requires that funds to be used for an annual survey of public highway safety attitudes and behavior. The survey includes questions addressing the core measures to satisfy Federal requirements and incorporates questions related to highway safety concerns particular to Pennsylvania's state programs.

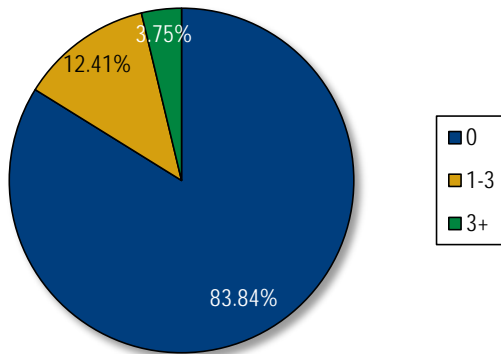
The survey included a core set of NHTSA identified questions and a few supplementary questions that were identified as specific highway safety concerns in the Commonwealth. The attitude and awareness survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, motorcycles, and distracted driving. New to the survey this year the survey asked respondents to rank what they considered their top highway safety concern. The survey results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts and will be evaluated further in the Annual Report.

The FFY 2014 survey period was 2 weeks, beginning July 14, 2014, and remained open until July 28, 2014. To administer the survey, PennDOT developed a web-based survey tool and utilized PennDOT's web site, <http://www.JustDrivePA.org/>, as the host for respondent traffic. To help promote the survey PennDOT issued a statewide press release.

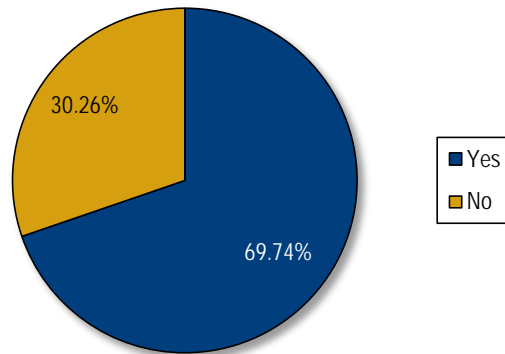
In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a "licensed driver" and their County were included in the survey. Listed below is a summary of the survey's results:

Impaired Driving

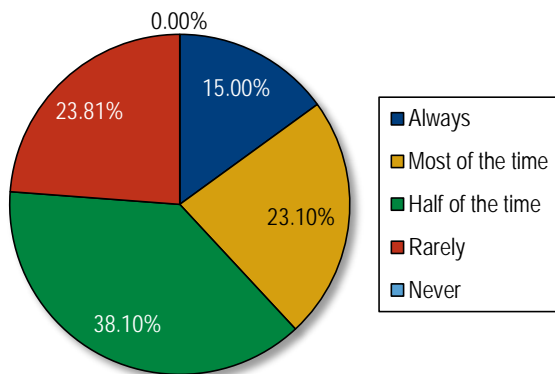
In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



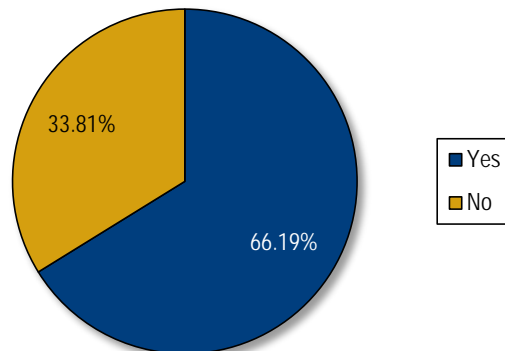
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?



What do you think the chances are of someone getting arrested if they drive after drinking?

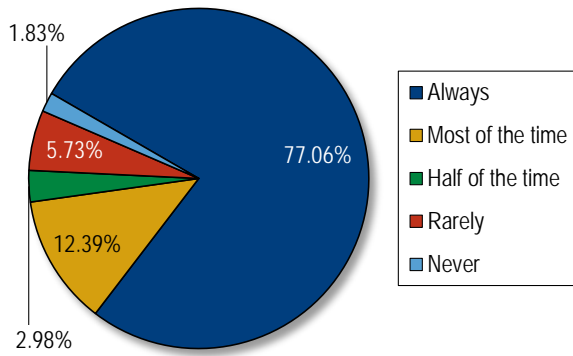


In Pennsylvania, people convicted of a second or subsequent offense of DUI are required to have an ignition interlock system installed on their vehicle for 1 year. Would you support a law that requires any person convicted of a first or subsequent DUI?

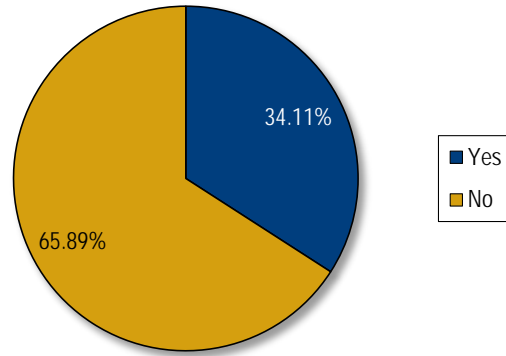


Seat Belt Use

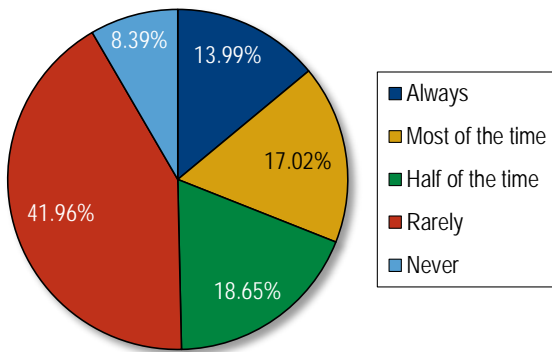
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pickup?



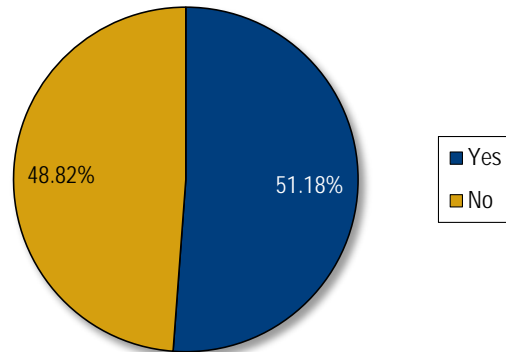
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?



What do you think the chances are of getting a ticket if you don't wear your safety belt?

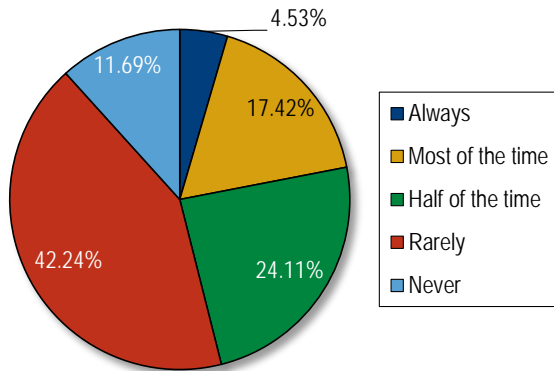


Would you support a law that made it a primary offense for adults in the front seat of a vehicle to not wear a seat belt?

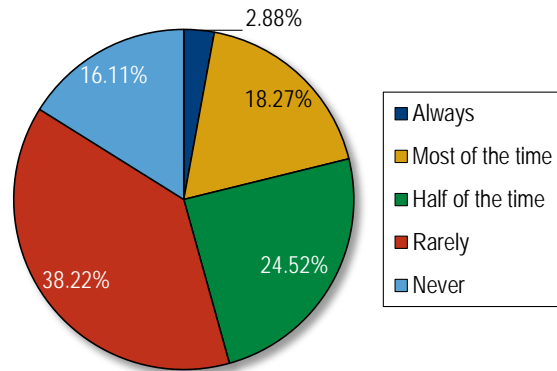


Speeding and Aggressive Driving

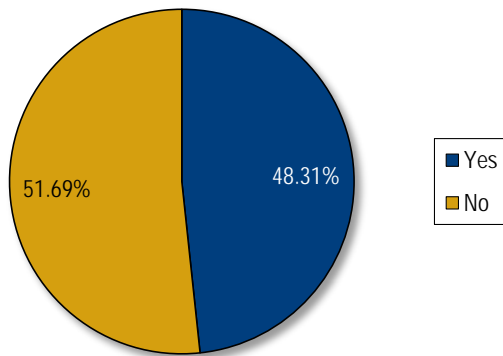
On a local road with a speed limit of 25 mph, how often do you driver faster than 35 mph?



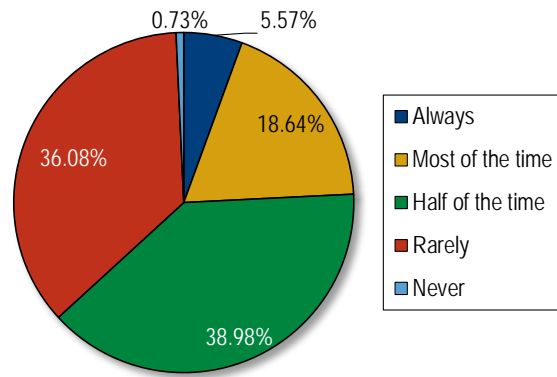
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?



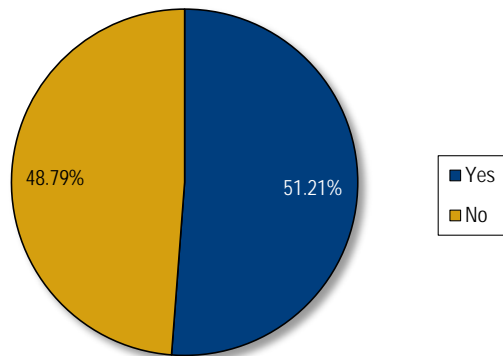
In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?



What do you think the chances are of getting a ticket if you drive over the speed limit?

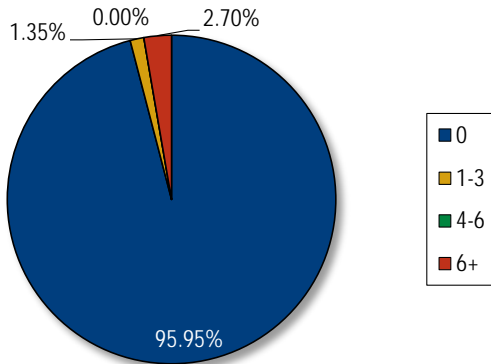


Currently, the Pennsylvania State Police only have the ability to utilize radar technology to help decrease speeding on our roadways. Would you support granting local police departments the ability to use radar for speed enforcement?

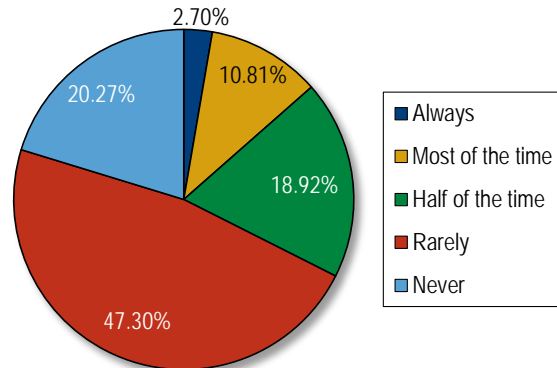


Motorcycle Riders

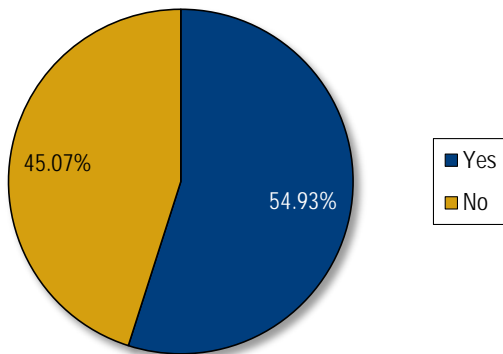
In the past 60 days, how many times have you driven a motorcycle within 2 hours after drinking alcoholic beverages?



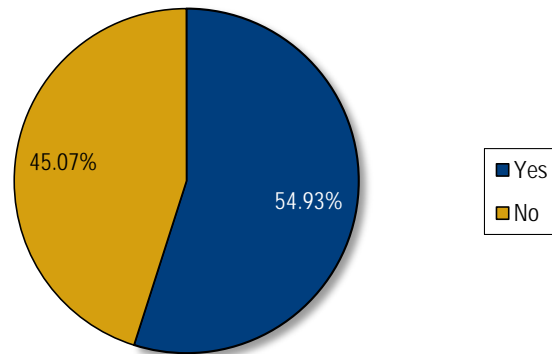
While riding your motorcycle, how often do you speed (10 miles per hour or more over the posted speed limit)?



How often do you and your passengers wear helmets and other protective gear while riding on a motorcycle?

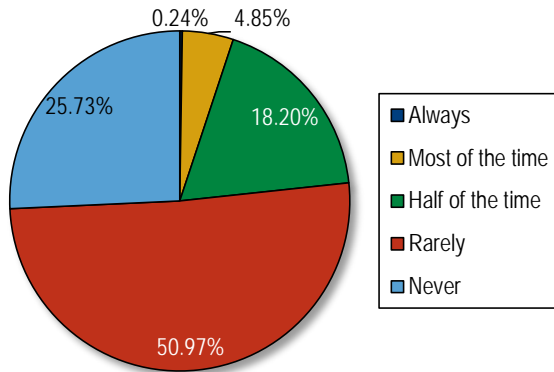


Would you support a mandatory helmet law for all motorcycle riders?

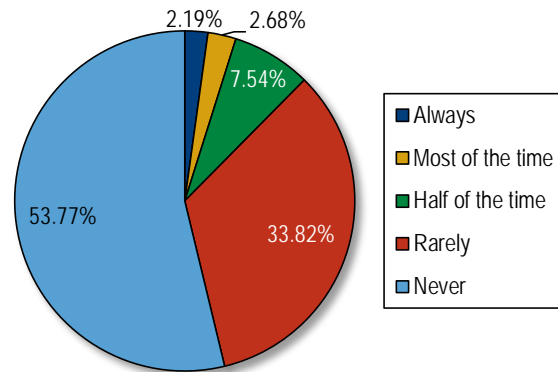


Distracted Driving

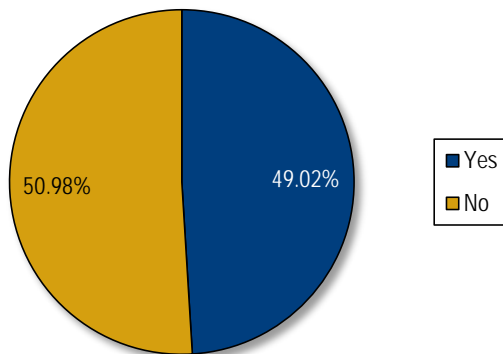
How often do you drive while talking on a hand-held cell phone?



How often do you text or check email while driving?



Do you use a hands-free device if you must talk on a cell phone call while driving?



LEGISLATIVE UPDATES

No updates to report.

PERFORMANCE TRENDS AND TARGETS BY PROGRAM AREA

The National Highway Traffic Safety Administration has identified 15 Core Performance Measures for states to use to judge the effectiveness of its program. The measures are total fatalities and total major injuries and total fatalities according to common crash factors. Table 3.10 presents Pennsylvania's FFY 2016 program areas and targets for the State's core performance measures. **Measures and targets reflect 2014 state data for this plan, as 2014 FARS data was unavailable at the time of publication.**

Table 3.10 FFY 2015 Performance Goals and Targets

Performance Measures	Target ^a
Core Performance Measures	
Traffic Fatalities	Reduce Total Fatalities by 15 percent from 1,413 (2006-2010 average) to 1,201 (2012-2016 average)
Number of Serious Injuries	Reduce Serious Injuries by 15 percent from 3,858 (2006-2010 average) to 3,280 (2012-2016 average)
Unrestrained Passenger Vehicle Occupant Fatalities	Reduce Unrestrained Fatalities by 15 percent from 531 (2006-2010 average) to 452 (2012-2016 average)
Drivers Age 20 or Younger Involved in Fatal Crashes	Reduce Fatalities in Crashes Involving a Young Driver (Age 16-20) by 15 percent from 231 (2006-2010 average) to 197 (2012-2016 average)
Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC	Reduce Fatalities in Alcohol-Related Crashes by 15 percent from 405 (2006-2010 average) to 344 (2012-2016 average).
Speeding-Related Fatalities	Reduce Fatalities in Speeding Crashes by 15 percent from 702 (2006-2010 average) to 598 (2012-2016 average)
Motorcyclist Fatalities	Reduce Motorcyclist Fatalities by 15 percent from 216 (2006-2010 average) to 184 (2012-2016 average)
Unhelmeted Motorcyclist Fatalities	Reduce Unhelmeted Motorcycle Operator Fatalities by 14 percent from 110 (2006-2010 average) to 94 (2012-2016 average)
Pedestrian Fatalities	Reduce Pedestrian Fatalities by 15 percent from 147 (2006-2010 average) to 125 (2012-2016 average)
Bicyclist Fatalities	Reduce Bicyclist Fatalities by 9 percent from 15 (2006-2010 average) to 14 (2012-2016 average)
Seat Belt Usage	Increase seat belt usage from 84 percent (2014) to 84.8 percent (2016)
Fatalities per VMT	Reduce fatalities per 100 million vehicle miles traveled by 9.7 percent from 1.34 (2006-2010 average) to 1.22 (2012-2016 average)
Other Performance Measures	
Speeding Citations	No Performance Target
Seat Belt Citations	No Performance Target
DUI Arrests	No Performance Target

Source: Pennsylvania State Crash Record System Data and FARS.

^a 2012-2016 goals were established according to Pennsylvania’s long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones needed to reduce the 5-year average of fatalities by 50 percent between 2010 and 2030. For more details see pages 13-14.

Table 3.11 depicts the trends from 2010-2014 and the targets for each of Pennsylvania’s measures. The trends provide insight into how the targets were selected.

Table 3.11 Performance Trends and Targets

Performance Measures	2010	2011	2012	2013	2014	2012 2016 Goal ^a	2011 2015 Target ^b	2012 2016 Target ^b
Traffic Fatalities	1,324	1,286	1,310	1,208	1,195	–	–	–
5-Year Moving Average	1,413	1,365	1,329	1,277	1,265	1,201	1,214	1,176
Number of Serious Injuries	3,556	3,402	3,455	3,248	3,040	–	–	–
5-Year Moving Average	3,858	3,693	3,556	3,432	3,340	3,280	3,187	3,057
Unrestrained Passenger Vehicle Occupant Fatalities	507	496	498	419	383	–	–	–
5-Year Moving Average	531	510	500	473	461	452	442	424
Drivers Age 20 or Younger Involved in Fatal Crashes)	199	200	192	137	143	–	–	–
5-Year Moving Average	231	219	202	185	174	197	158	144
Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC	367	334	344	293	231	–	–	–
5-Year Moving Average	405	388	365	336	314	344	291	268
Speeding-Related Fatalities	702	615	614	550	465	–	–	–
5-Year Moving Average	702	690	657	623	589	598	564	535
Motorcyclist Fatalities	223	199	210	182	186	–	–	–
5-Year Moving Average	216	218	215	204	200	184	197	192
Unhelmeted Motorcycle Fatalities	126	94	102	94	91	–	–	–
5-Year Moving Average	110	111	108	103	101	94	99	97
Pedestrian Fatalities	145	147	163	147	166	–	–	–
5-Year Moving Average	147	143	145	147	154	125	153	154
Bicyclist Fatalities	21	11	16	11	19	–	–	–
5-Year Moving Average	15	15	14	15	16	14	15	15
Seat Belt Usage ^c	87.9%	86.0%	83.8%	83.5%	84.0%	85.0%	84.5%	84.8%
Fatalities per VMT(5-Year)	1.34	1.31	1.30	1.27	1.27	1.22	1.25	1.22
Fatalities per VMT Rural	1.94	1.80	1.80	2.01	N/A	N/A	N/A	N/A
Fatalities per VMT Urban	0.98	1.02	0.95	0.91	N/A	N/A	N/A	N/A
Speeding Citations	80,054	126,826	141,956	142,623	140,467	N/A	N/A	N/A
Seatbelt Citations	21,764	20,135	17,641	18,415	17,473	N/A	N/A	N/A
DUI Arrests	5,151	3,728	7,328	9,728	8,685	N/A	N/A	N/A

Source: Pennsylvania State Crash Record System Data. And FARS.

Note: For 2014, Pennsylvania crash data are used.

^a 2012-2016 goals were established according to Pennsylvania's long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones needed to reduce the 5-year average of fatalities by 50 percent between 2010 and 2030. For more details see pages 13-14.

^b Annual Targets are based on 5-year rolling average trend projections for 2015 and 2016. For more details see specific program sections.

^c Historic rates and future goals/targets for Seat Belt Usage is reported annually rather than 5-year averages.

CORE PERFORMANCE MEASURES

Figures 3.2 through 3.16 provide greater detail on the 11 core outcome measures and 1 behavioral measure, including data points, the associated trend line, and target information.

Fatalities

Goal

Reduce Total Fatalities by 15 percent from 1,413 (2006-2010 average) to 1,201 (2012-2016 average).

Justification

Pennsylvania’s long-range fatality goal and priorities are set in the SHSP. According to that plan, the goal is to reduce the 5-year average of total fatalities by 50 percent between 2010 and 2030. The baseline 2006-2010 average was 1,413 fatalities. The goals set by the HSP represent the pace on which fatality reduction would have to remain to reach the long-term goal.

Figure 3.2 Total Fatalities
Historical 5-year Average and Goals

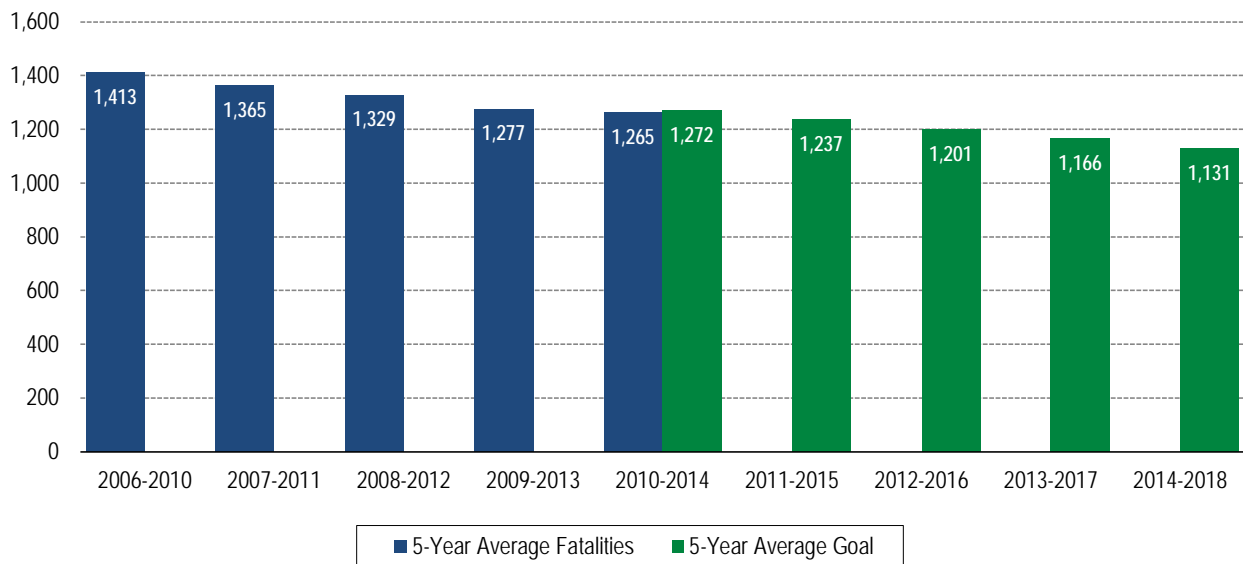
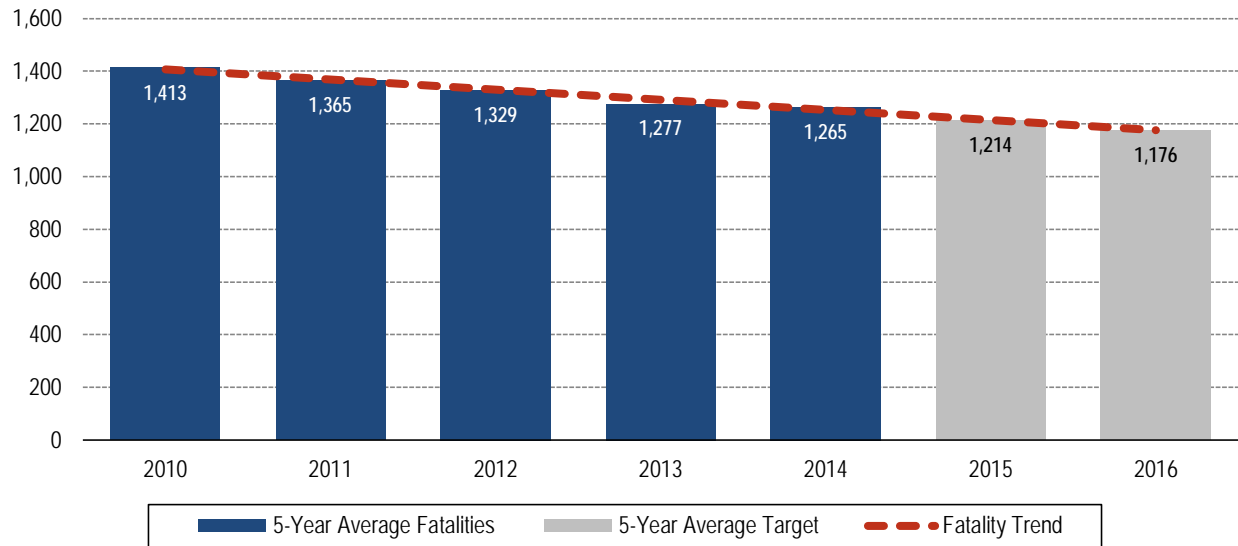


Figure 3.3 Fatalities
2010-2016



Serious Injuries

Goal

Reduce Serious Injuries by 15 percent from 3,858 (2006-2010 average) to 3,280 (2012-2016 average).

Justification

Pennsylvania's long-range serious injury safety goal and priorities are set in the SHSP. According to that plan, the goal is to reduce the 5-year average of total major injuries by 50 percent between 2010 and 2030. The baseline 2006-2010 average was 3,858 serious injuries. The annual goals set by the HSP represent the pace on which serious injury reduction would have to remain to reach the long-term goal.

Figure 3.4 Serious Injuries
Historical 5-year Average and Goals

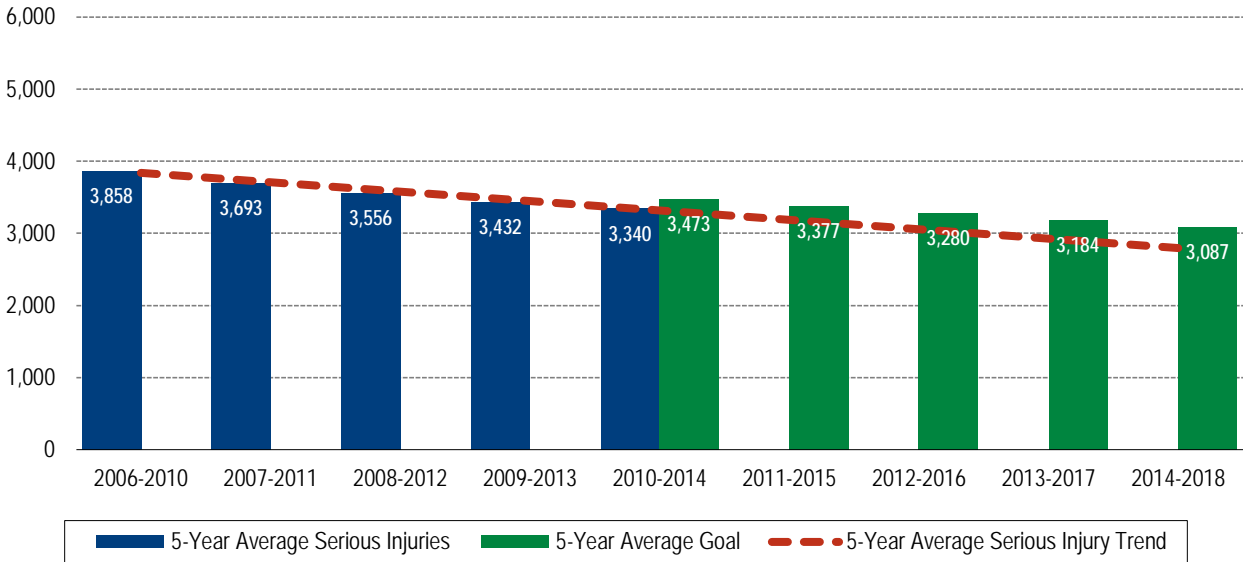
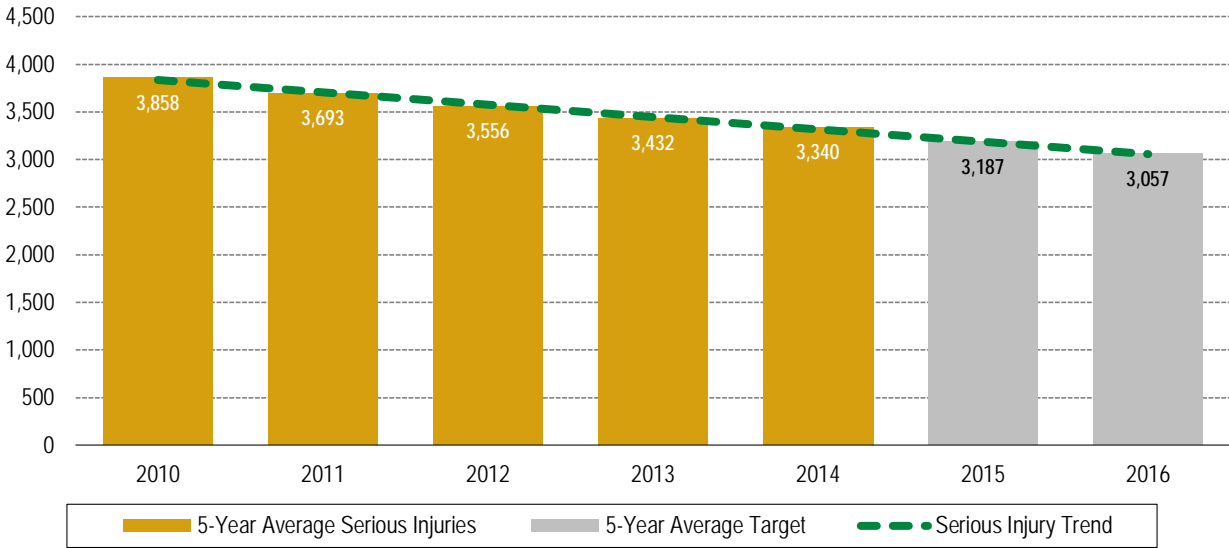


Figure 3.5 Serious Injuries
2010-2016



Fatalities per VMT

Goal

Reduce fatalities per 100 million vehicle miles traveled by 9.7 percent from 1.34 (2006-2010 average) to 1.22 (2012-2016 average).

Justification

After decades of consistent growth, vehicle miles traveled (VMT) have fluctuated in recent years. Due to this uncertainty, the fatality rate goal uses 2013 VMT to calculate the future target. As a result, the fatality rate goal follows directly from the overall fatality goal.

Figure 3.6 Fatalities per Million Vehicle Miles Traveled (MVMT)
Historical Trend and Goals

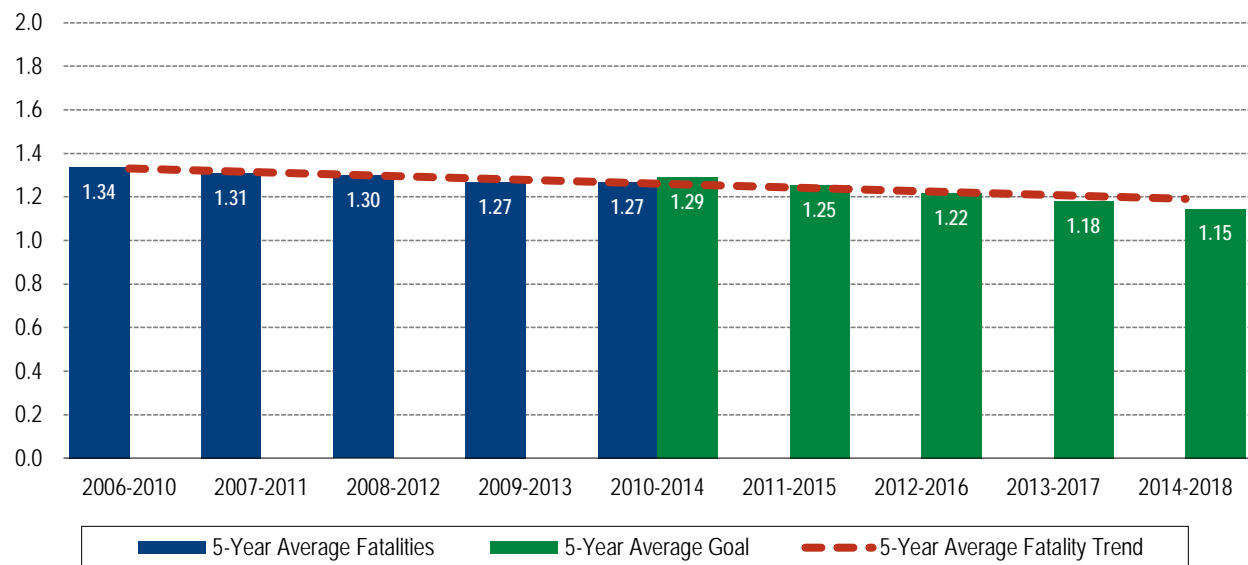
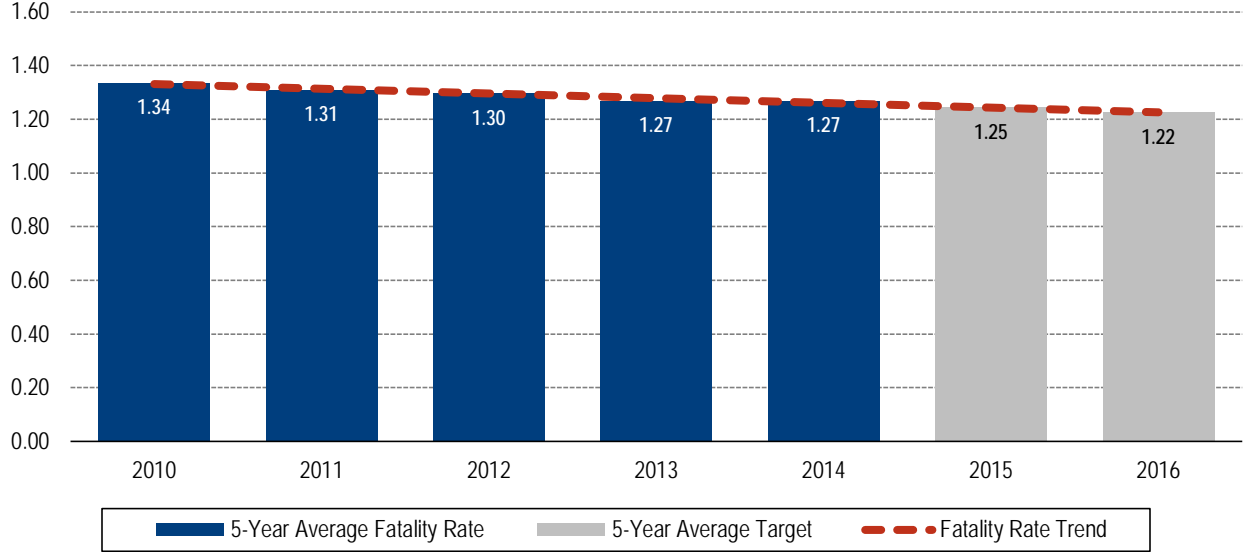


Figure 3.7 Fatalities per Million Vehicle Miles Traveled (MVMT)
2010-2016



Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC

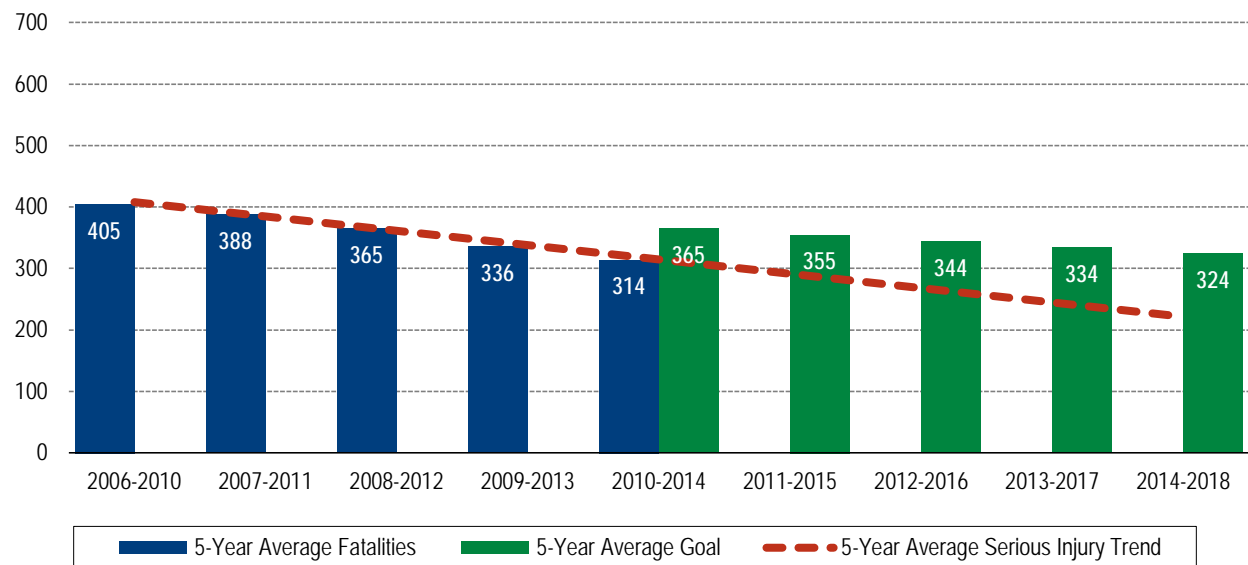
Goal

Reduce Fatalities in Alcohol-Impaired Crashes by 15 percent from 405 (2006-2010 average) to 344 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of achieving a 50 percent fatality reduction by 2030, alcohol-impaired fatalities would need to decline to 355 or lower by 2015. Based on historical data, the linear trend line shows that this reduction has already been achieved. Fatalities have steadily decreased since 2010 and it is highly likely this trend will continue because of targeted drugged- and alcohol-related education and enforcement efforts.²

Figure 3.8 Alcohol-Impaired (BAC >.08) Fatalities
Historical 5-Year Average and Goals



² 2013 0.08 BAC data is incomplete and plan will be revised when final data is available.

Unrestrained Passenger Vehicle Fatalities

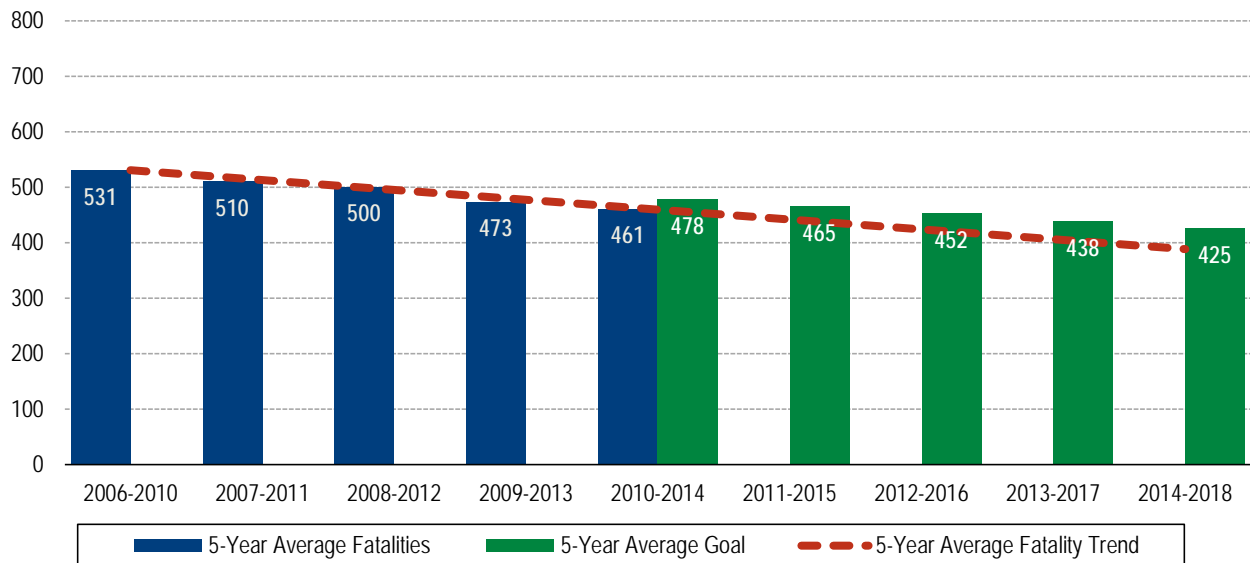
Goal

Reduce Unrestrained Fatalities by 14.8 percent from 531 (2006-2010 average) to 452 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, unrestrained fatalities would need to reach 465 by 2015. Based on historical data, the linear trend line shows that achieving this goal is highly likely. On average, between 2009 and 2013, fatalities have steadily decreased and reached 478 in 2013 due to targeted occupant protection enforcement and education efforts.

Figure 3.9 Unrestrained Passenger Vehicle Fatalities
Historical 5-year Average and Goals



Speeding-Related Fatalities

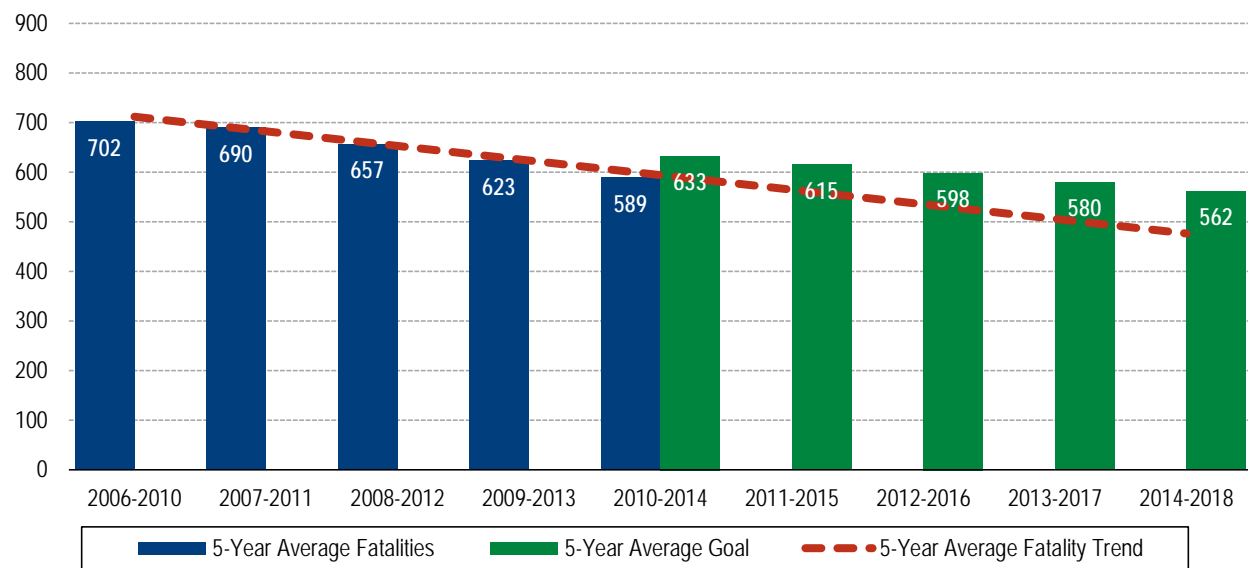
Goal

Reduce Fatalities in Speeding Crashes by 14.9 percent from 702 (2006-2010 average) to 598 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, speeding-related fatalities would need to reach 615 by 2015. Based on historical data, the linear trend line shows that meeting or exceeding this estimate is highly likely. On average, between 2009 and 2013, fatalities have steadily decreased and reached 589 in 2014.

Figure 3.10 Speeding-Related Fatalities
Historical 5-year Average and Goals



Motorcyclist Fatalities

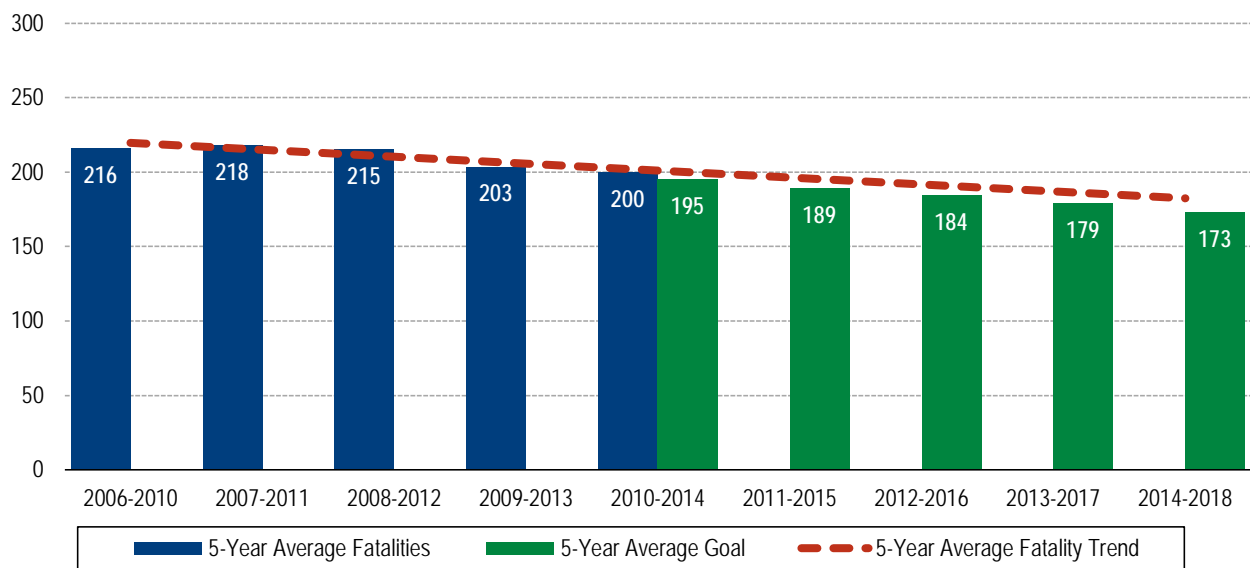
Goal

Reduce Motorcyclist Fatalities by 14.7 percent from 216 (2006-2010 average) to 184 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, motorcycle fatalities would need to decrease to 184 by 2016. Based on historical data, the linear trend line shows that meeting this goal could be challenging. Between 2010 and 2014, fatalities have decreased 7.4 percent. To achieve the 2016 target, fatalities will need to decrease by 16 percent from the 2014 level, which can be achieved through share the road program education efforts and motorcycle training.

Figure 3.11 Motorcyclist Fatalities
Historical 5-year Average and Goals



Unhelmeted Motorcyclist Fatalities

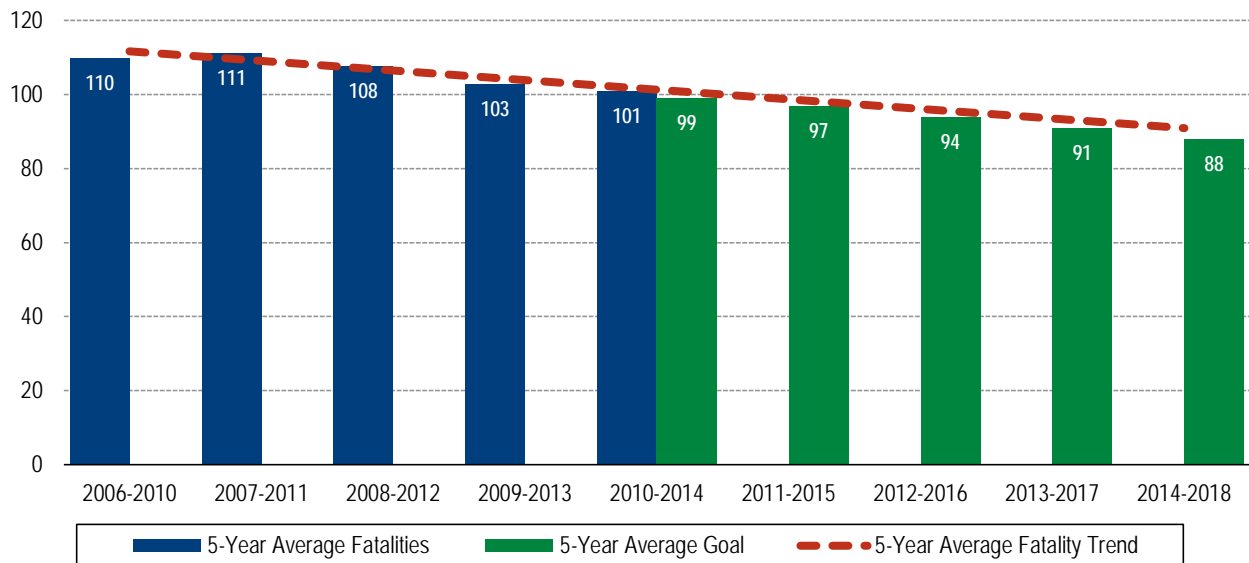
Goal

Reduce Unhelmeted Motorcycle Operator Fatalities by 14.4 percent from 110 (2006-2010 average) to 94 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, unhelmeted motorcycle fatalities would need to decrease to 94 by 2016. Based on historical data, the linear trend line shows that this estimate is achievable. Between 2010 and 2014, fatalities decreased 8.2 percent. To achieve the 2016 target, fatalities will need to decrease by 7 percent which can be achieved through motorcycle training.

Figure 3.12 Unhelmeted Motorcyclist Fatalities
Historical 5-year Average and Goals



Drivers Age 20 or Younger in Fatal Crashes

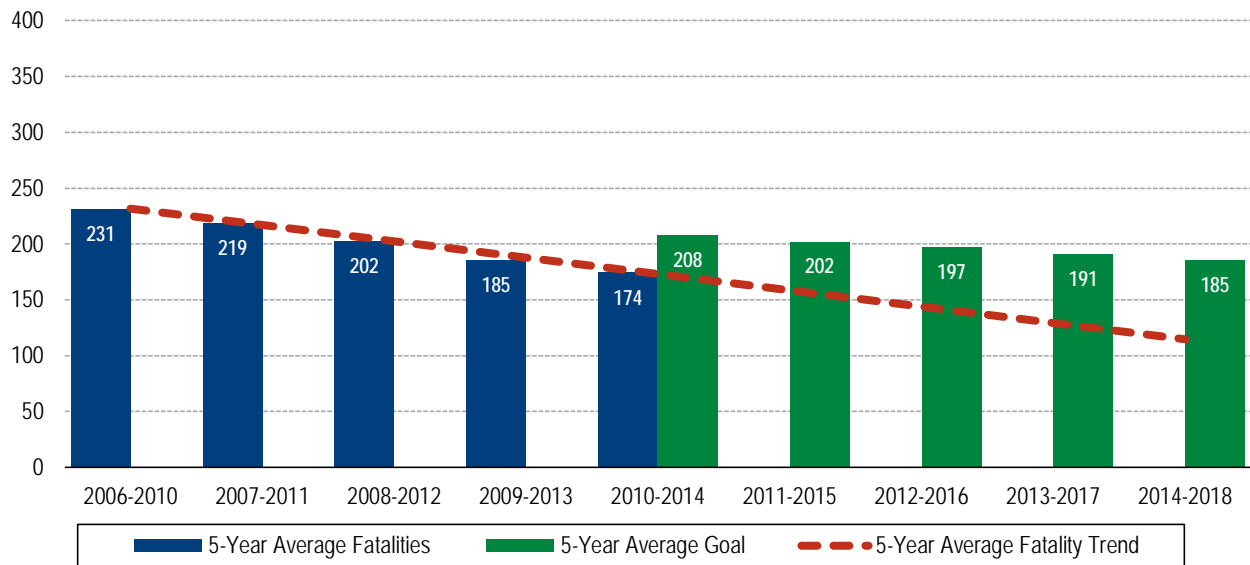
Goal

Reduce Fatalities in Crashes Involving a Young Driver (Age 16-20) by 14.6 percent from 231 (2006-2010 average) to 197 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, young driver fatalities would need to reach 197 by 2016. Based on historical data, the linear trend line shows that this estimate already has been achieved. Between 2010 and 2014, fatalities have decreased significantly and it is highly likely this trend will continue because of targeted enforcement efforts and education programs for all ages.

Figure 3.13 Fatalities Involving Young Drivers
Historical 5-year Average and Goals



Pedestrian Fatalities

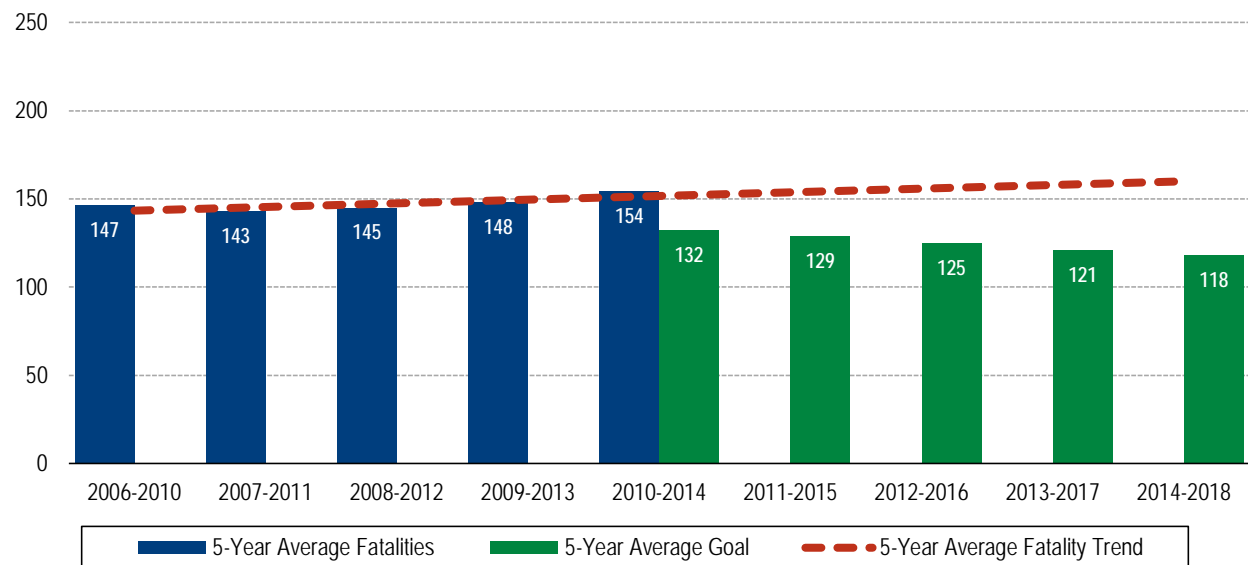
Goal

Reduce Pedestrian Fatalities by 14.7 percent from 147 (2006-2010 average) to 125 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, pedestrian fatalities would need to decrease to 125 by 2016. Based on historical data, the linear trend line shows that achieving this goal will be challenging. Between 2010 and 2014, fatalities increased 4.8 percent. To achieve the 2016 target, fatalities will need to decrease by almost 20 percent, which may be achievable through the continuation of safety programs in Philadelphia, where a large portion of statewide pedestrian fatalities and injuries occur.

Figure 3.14 Pedestrian Fatalities
Historical 5-year Average and Goals



Bicyclist Fatalities

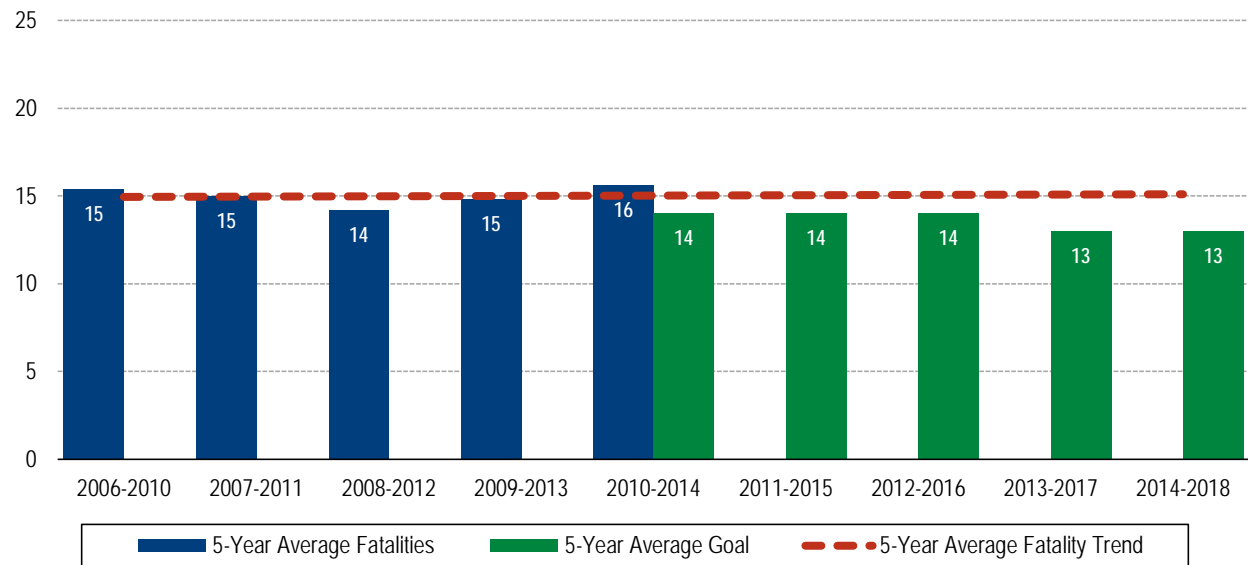
Goal

Reduce Bicyclist Fatalities by 9.1 percent from 15 (2006-2010 average) to 14 (2012-2016 average).

Justification

To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, bicycle fatalities would need to decrease to 14 by 2016. Based on historical data, the linear trend line shows that achieving this reduction is possible, but could be challenging. Between 2010 and 2014, fatalities have been consistently near 15. With low numbers to begin with, it becomes increasingly harder to move the needle. To achieve the 2016 target, fatalities will need to decrease by 12.5 percent which can be achieved with the continuation of safety programs in Philadelphia.

Figure 3.15 Bicyclist Fatalities
Historical 5-year Average and Goals



Seat Belt Usage

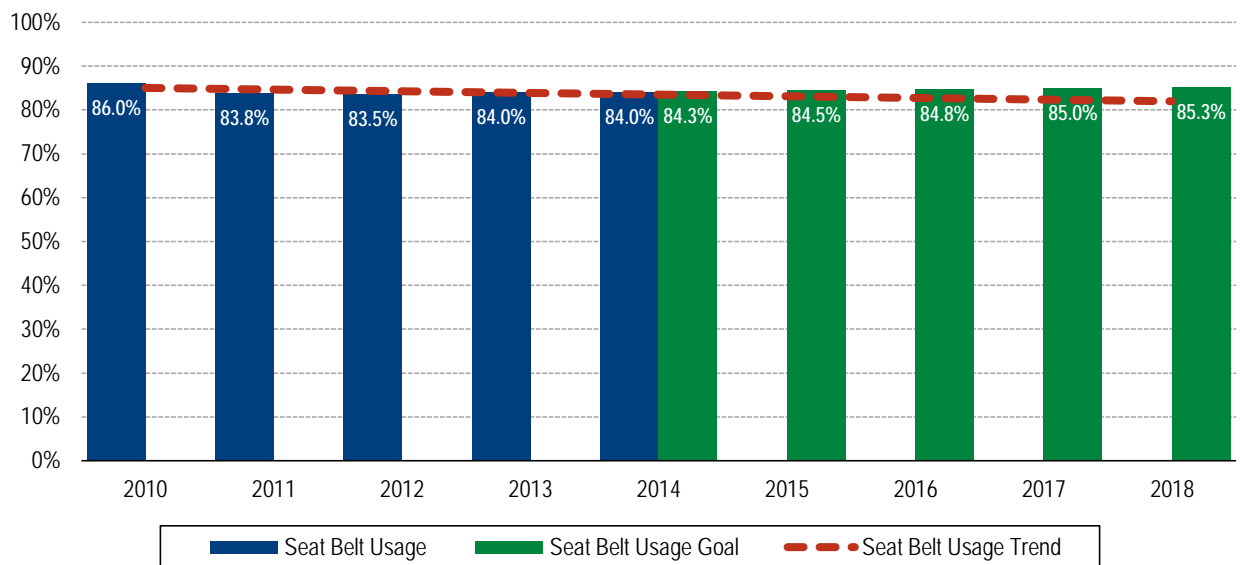
Goal

Increase seat belt usage by 0.8 percentage points from 84 percent (2014) to 84.8 percent (2016).

Justification

Seat belt usage declined by 2 percentage points from 86 percent in 2010 to 84 percent in 2013. As usage remained constant in 2014, a modest increase is proposed for 2016. This is an attainable goal that will build on the increase in seat belt use from 2012 to 2014.

Figure 3.16 **Seat Belt Usage**
Historical Trend and Goals





Highway Safety Countermeasures and Projects for FFY 2015 (by Program Area)



4. Highway Safety Countermeasures and Projects for FFY 2015 (by Program Area)

The statewide safety partners work to achieve Pennsylvania's safety goals through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. The following section shows what activities will take place in fiscal year 2016. The information is presented by safety focus area. Each section contains the following information:

- **Safety Focus Area:** The areas of highway safety that will be focused on in FFY 2016 are taken from the priorities set in the SHSP and approved by the Safety Advisory Committee.
- **Problem Identification:** A description of the problem using state crash and demographic data that provides 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.
- **Annual Targets:** The targets for total annual crashes, major injuries, and fatalities by safety focus area are set in this plan based on 5-year rolling average trend projections for 2015 and 2016.
- **Countermeasures:** Strategies that will be implemented in the next year by the highway safety office and the safety partners are proven effective nationally, have been successful in Pennsylvania, and are appropriate given the data in the problem identification and the resources available.
- **Programs and Projects:** Data-driven activities that will be implemented in the next year to achieve the identified countermeasures for each program area.

EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Overview of Approach and Problem ID Process

Conducting evidence-based enforcement requires 3 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. In example, the City of Pittsburgh accounts for almost 4 percent of all impaired driving crashes resulting in an injury or fatality reported by local police departments. Therefore, data shows they should receive

approximately 4 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 goal or funding resources available.

In addition to providing locational data to our partners, our enforcement allocated grants use a formula that takes into account a 5 year look back of crashes, fatalities, and major injuries among established partner municipalities. As such, grant funds in FFY 2016 will be targeted in at least 85 percent of the municipalities experiencing these overrepresented crashes (aggressive, impaired, and unbelted). For example, every Troop of the Pennsylvania State Police and nearly 700 local police departments participate in the DUI high visibility enforcement program.

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 5 other maps provided are examples of the problem identification process for different program areas.

Figure 4.1 Map Depicting Alcohol Related Crashes in Altoona to Target Enforcement Efforts

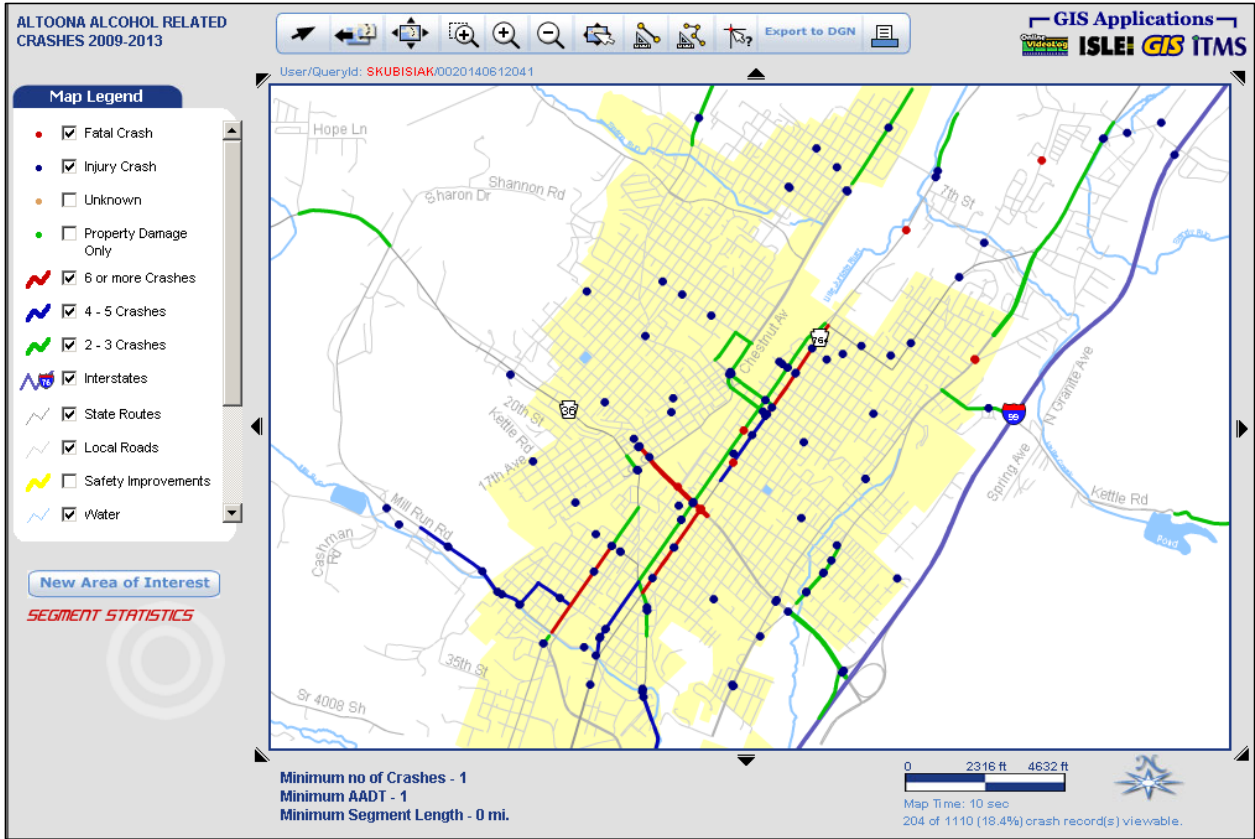


Figure 4.2 Map Depicting Unbelted Crashes in Adams County to Target Enforcement Efforts

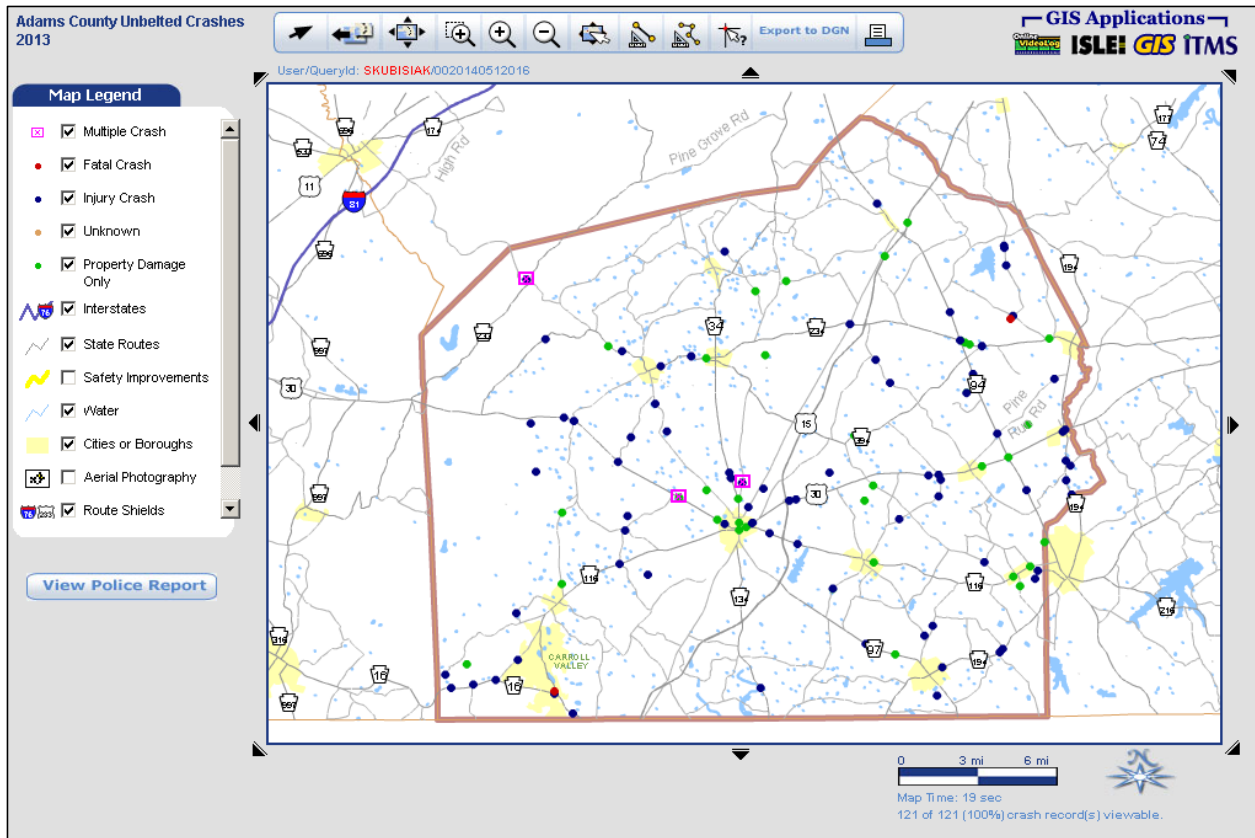


Figure 4.3 Map Depicting Aggressive Driving Crashes in Monroe County to Target Enforcement Efforts

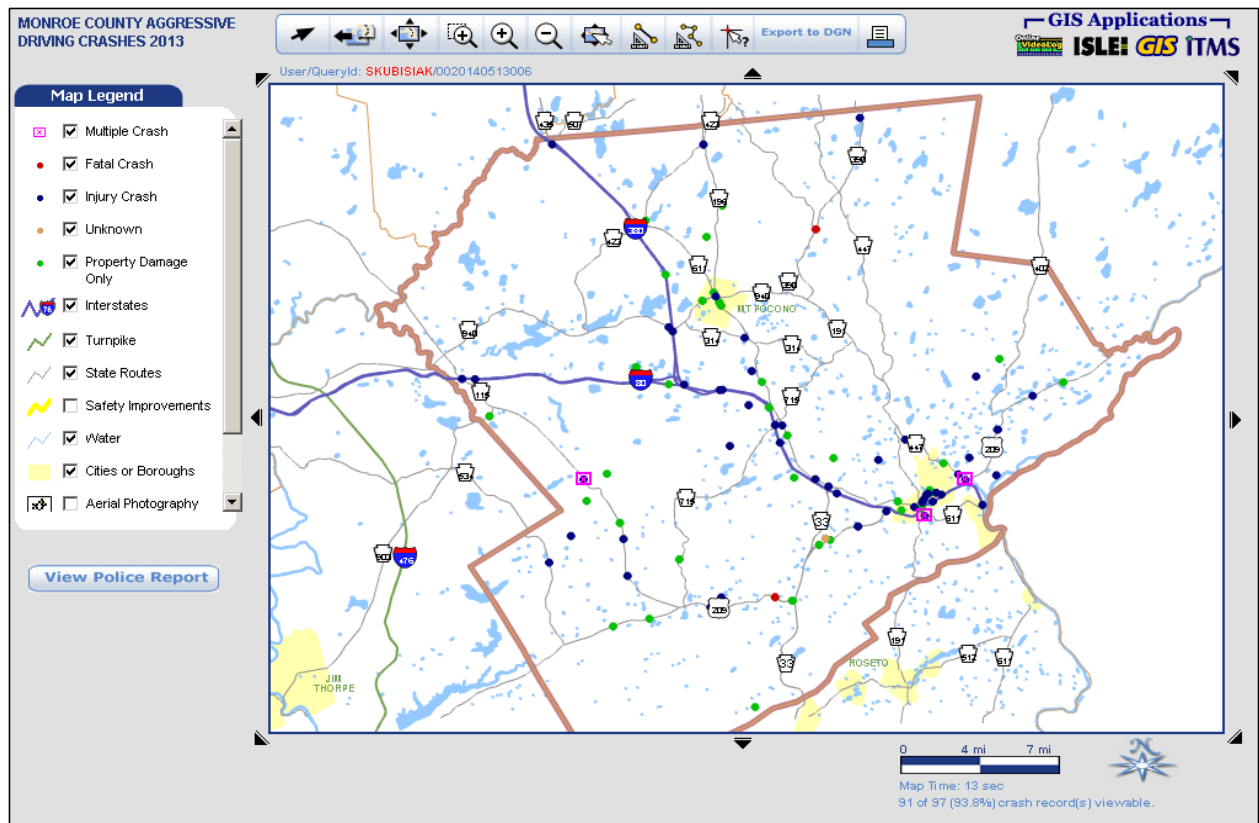


Figure 4.4 Map Depicting Motorcycle Crashes in York County to Target Enforcement Efforts

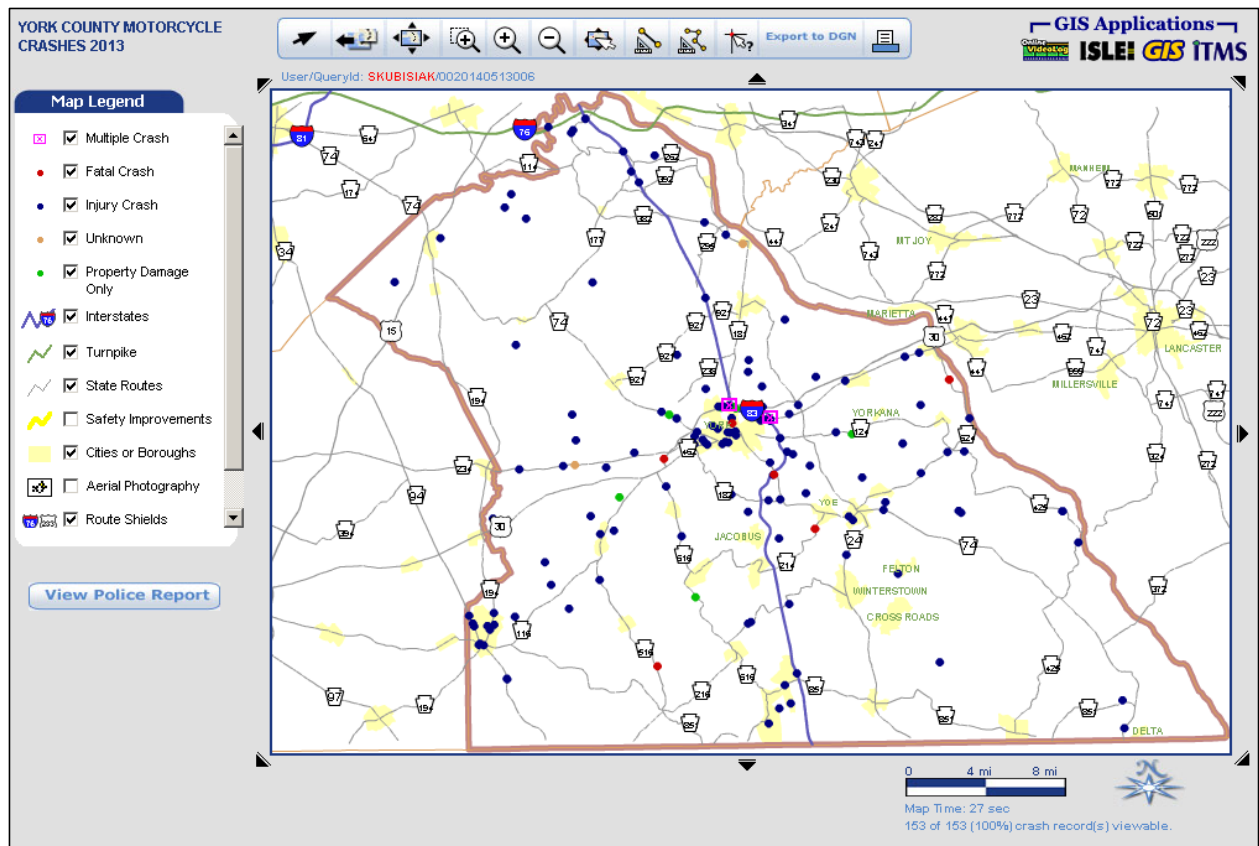


Figure 4.5 Map Depicting Pedestrian Crashes in Philadelphia to Target Enforcement Efforts

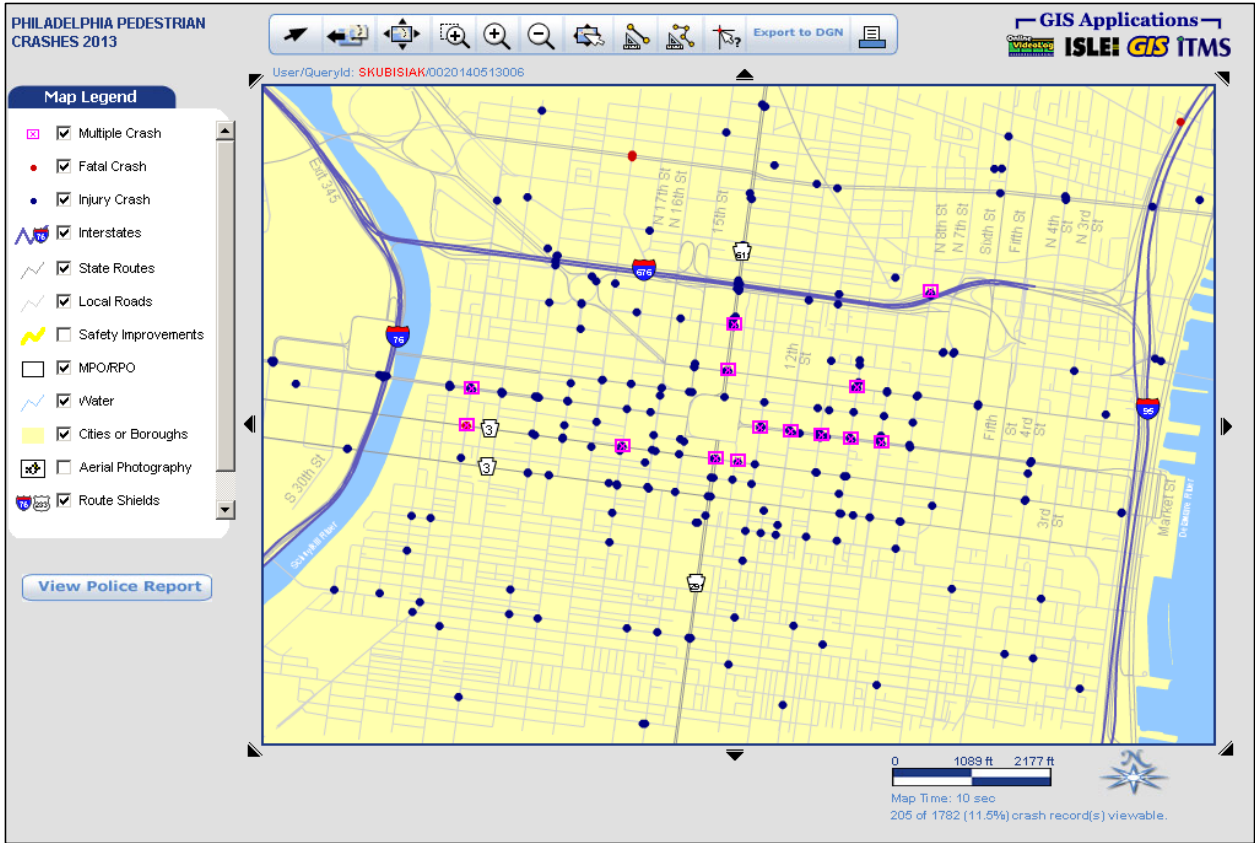
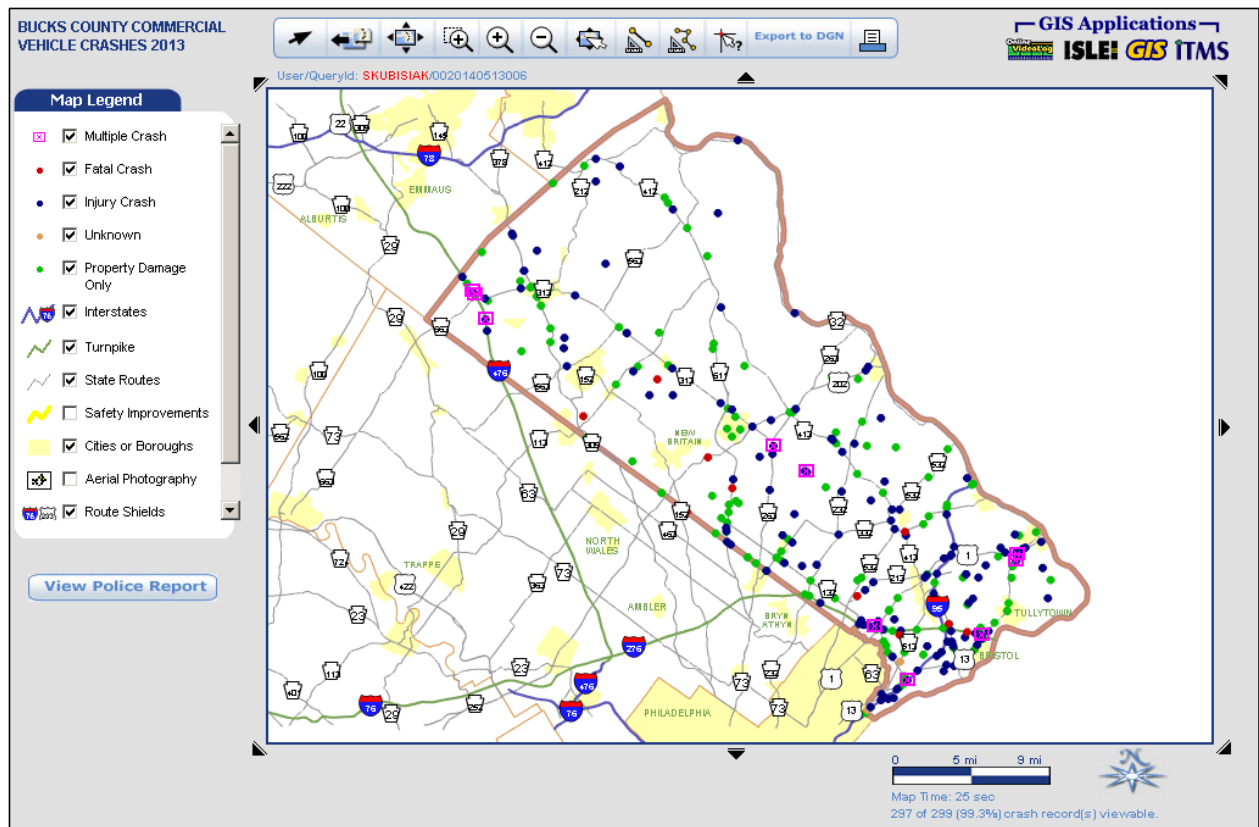


Figure 4.6 Map Depicting Commercial Vehicle Crashes in Bucks County to Target Enforcement Efforts



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	23	15	21	23	25	25	23	17	23	29	24	28	26	41	35	35	41	58	40	278
PCT	8%	5%	8%	8%	9%	9%	8%	6%	8%	11%	9%	10%	9%	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	25	18	10	7	14	10	4	9	278
PCT	1%	1%	1%	1%	1%	2%	1%	4%	3%	5%	5%	5%	9%	8%	9%	11%	9%	7%	4%	3%	5%	4%	1%	3%	100%

The department uses 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	116	42%	FATAL	1	0%	FATALITIES	1	NO CONTRIBUTING ACTION	313	45%
REAR END	104	38%	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	88	25%	MINOR	96	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	666	100%

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

1	Region	County	Department	Contacts/Hour	Citations/Hour	Citations/Contact
2	Region 4	Bradford	Athens Township Police Department	3.56	1.56	0.44
3	Region 4	Bradford	Towanda Police Department	1.76	1.06	0.6
4	Region 4	Columbia	Bloomsburg Police Department	1.75	1.75	1
5	Region 4	Columbia	Briar Creek Township Police Department	2.83	1.33	0.47
6	Region 4	Columbia	Hemlock Township Police Department	1.12	0.96	0.86
7	Region 4	Columbia	Locust Township Police Department	1.15	0.73	0.63
8	Region 4	Columbia	Orangeville Area Police Department	1.5	0.88	0.58
9	Region 4	Columbia	Scott Township Police Department	2	2	1
10	Region 4	Columbia	South Centre Township Police Department	1.71	1.29	0.75

If a department is falling well short of 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.

IMPAIRED DRIVING

Problem Identification and Analysis

Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania. Impaired driving-related crashes accounted for approximately 10 percent of the total crashes in 2014 and resulted in 32 percent of all crashes resulting in at least 1 fatality. Impaired driving-related crashes proved 3 times more likely to result in a fatality than crashes as a whole in 2014. Approximately 1 out of every 33 impaired driving-related crashes resulted in a fatality during 2014.

Drivers aged 21-34 accounted for 50 percent of all drinking-drivers involved in reportable crashes. Male drinking-drivers account for 3 times the number of crashes as female drinking-drivers. Of particular note are the more than 250 drinking-drivers aged 16-20 involved in reportable crashes. Data from arrests for impaired driving support the crash data which reveals males account for 75 percent of the arrests, 48 percent of the arrests are in the 21-34 year old age group, and the time period of midnight to 4:00 AM account for over 50 percent of the DUI crashes. According to the same data, the average BAC at time of arrest was 0.17 and only 25 percent of the DUI arrests in 2014 were made as a result of a crash investigation.

The Commonwealth is experiencing a year-after-year increase in arrests stemming from impaired driving due to drugs. This increase is most likely due to the amount of effort being placed in drugged driving recognition training for law enforcement. DUI-d arrests have increased over 65 percent in the past 5 years and nearly 175 percent since the beginning of the DRE program in Pennsylvania in 2004. The majority of law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted towards officers that are NHTSA SFST certified. Almost 10,000 law enforcement officers in Pennsylvania have received ARIDE training. The number of crashes due to a drugged driver in 2014 has increased 20 percent in the past 5 years. Also increasing is the percentage of DUI charges for drug impairment compared to alcohol impairment. Over the past 5 years, DUI charges for drug impairment have increased from 13 to 20 percent while DUI charges for the highest alcohol tier have decreased from 22 to 20 percent of all charges filed.

Annual Targets

Alcohol-impaired (at least one driver with a BAC 0.08+) fatalities, serious injuries, and crashes have declined steadily for the past several years. Success in reducing alcohol-impaired crashes since 2010 is driving a downward trend in fatalities and major injuries. The trend analysis suggests further reduction in all 3 categories in 2015 and 2016. The fatality trend based on 5-year rolling averages suggests that the “half by 2030” goal established in the SHSP will be exceeded. As a result, the 5-year average targets proposed in Figure 4.7 are more aggressive than what is required to meet the SHSP goal. Instead, the 2015 and 2016 5-year average targets are based on the trend line over the period from 2010 to 2014 and shows an achievable 7 percent decrease from 2014 to 2015. Similar downward trends have been seen for serious injuries and crashes, so a 6 percent decrease in serious injuries between 2014 and 2015 and a 3 percent decrease in crashes for the same year are achievable.

Figure 4.7 Alcohol-Impaired Fatalities
2010-2016

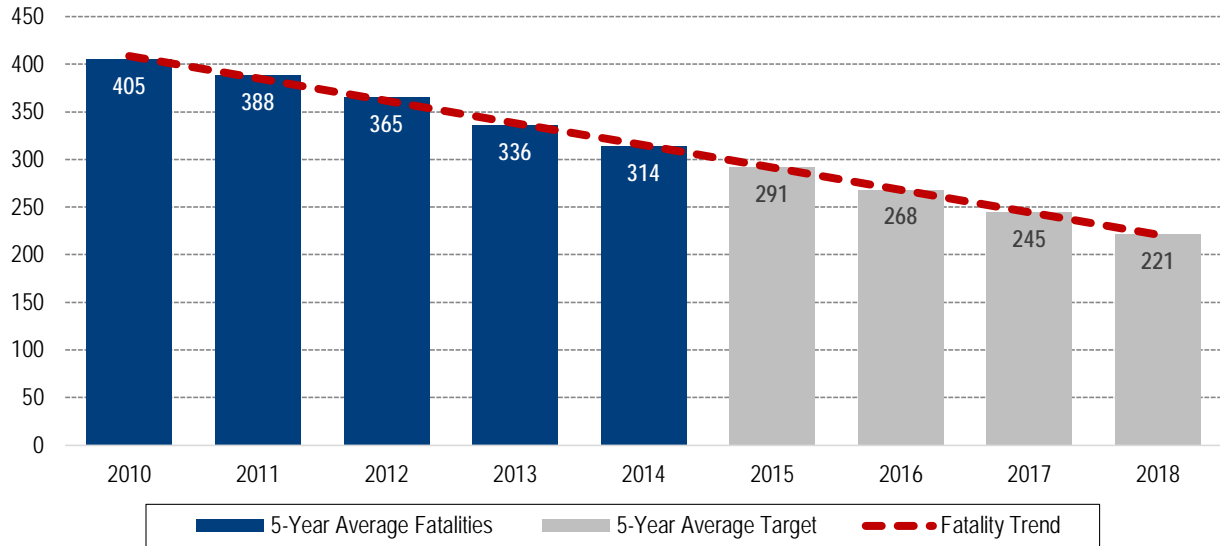


Figure 4.8 Alcohol-Impaired Serious Injuries
2010-2016

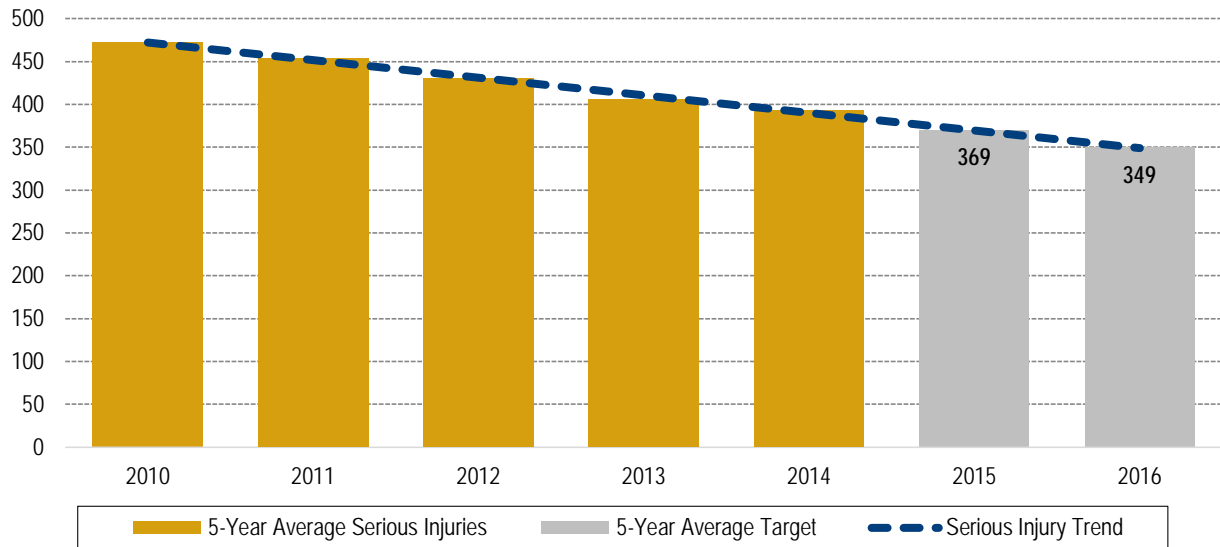


Figure 4.9 Alcohol-Impaired Crashes
2010-2016

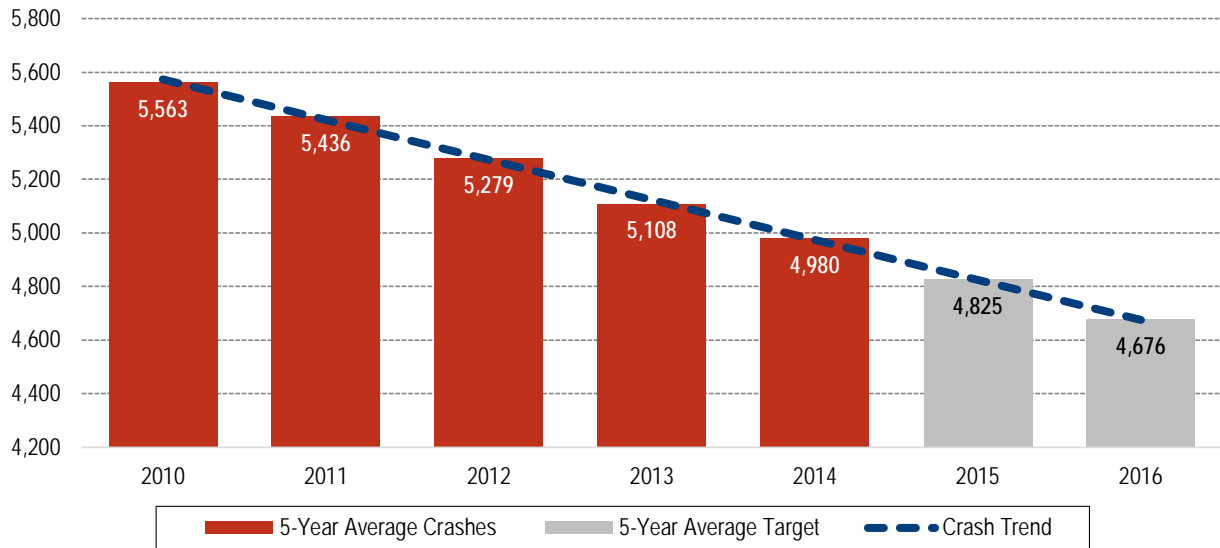
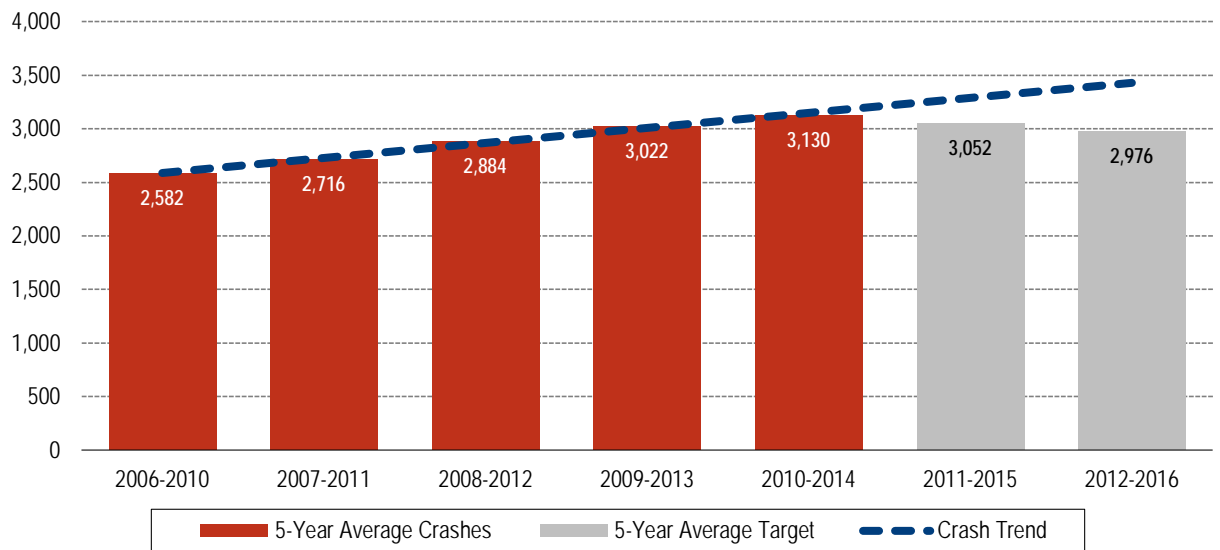


Figure 4.10 Drugged Driver Crashes
2010-2016



List of Countermeasures (Programs and Projects)

1. High-Visibility Sobriety Checkpoints and High-Visibility Saturation Patrols

Publicized checkpoint and saturation patrol programs, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. Over the past several years, PennDOT has distributed over 4 million dollars annually in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement. Grant-funded overtime enforcement in FFY 2014 resulted in nearly 185,000 vehicle contacts and just over 3,700 of those motorists were arrested for impaired driving.

According to the PennDOT Crash Records System, local police reported nearly 23,000 crashes from 2010 to 2014 involving an impaired driver which resulted in an injury or fatality. In order to be the most effective with limited grant funding, the high visibility enforcement program for DUI needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by this crash data. As such, grant funds in FFY 2016 will be targeted in at least 85 percent of the municipalities experiencing these crashes. Every Troop of the Pennsylvania State Police and nearly 700 local police departments participate in the DUI high visibility enforcement program.

Please see Attachment 1 for the FFY 2016 Pennsylvania High-Visibility Enforcement Campaign Schedule. Participating municipal police departments can be located in the Cost Summary, Program Area M5HVE-2016-02-00-00, beginning on page 132 of this plan.

Evidence-Based Traffic Safety Enforcement Program: Coordination for the events is done via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high DUI crash, injury, and fatality locations, crashes by time of day, type of vehicle, and age/sex of drivers.

Evidence of Effectiveness: CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 5.2, 7.1

Project Number: M5HVE-2016-01-00-00 Federal

Project Title: Pennsylvania State Police DUI Enforcement Program

Allocation Methodology: The PennDOT State Highway Safety Office supplies the state police with crash data in support of a data-driven approach to the high visibility enforcement program. As such, crash data for the previous 5 years was queried to identify impaired driving related crashes which resulted in an injury or fatality. By removing crashes reported by local police, the data was able to be organized by reporting state police troop and station. Suggested grant funding amounts are supplied presented by troop and station which are proportionate to the crash problem for location.

Project Description: Under its Impaired Driving Enforcement and Initiatives, the Pennsylvania State Police (PSP) conduct high visibility enforcement operations on a sustained basis and in coordination with

mobilizations. Approximately 40 percent of crashes from 2010 to 2014 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its Troops and Stations, the PSP are able to coordinate statewide highly visible impaired driving enforcement. 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. In an effort to further support this enforcement, PennDOT is able to provide analyzed impaired driving crash data back to PSP which highlights locations and times of day within each Troop. Enforcement efforts will be conducted on a sustained basis throughout the year and also concentrated during mobilizations such as the national crackdown on impaired driving. Publicized checkpoint and saturation patrol programs, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2014 resulted in over 47,000 vehicle contacts and more than 1,900 of those motorists were arrested for impaired driving.

From 2010 to 2014, the number of drug-impaired crashes in Pennsylvania increased 18 percent. In 2014, drug-impaired driving crashes represented over a quarter of all DUI crashes. Also in 2014, drug-impaired driving arrests represented over 35 percent of all DUI arrests charges (excluding charges under the general subsection). The training and certification of officers in the Drug Recognition Expert (DRE) program has been and will continue to be critical to reduce impaired driving. DRE certification enables officers to recognize drugged driving and to properly collect and process evidence. Studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases.

The DRE program is coordinated by a Bureau of Patrol Corporal in the State Police who reports all DRE activity to the International Association of Chiefs of Police which oversee the program at a national level. The DRE coordinator in Pennsylvania is also responsible for organizing the initial certification training and subsequent recertification requirements. Activities under the DRE program are categorized into three items; DRE travel and training, DRE equipment, and DRE call-out overtime. The travel and training costs will include all necessary activities related to (re)certification of the approximate 140 DREs in the state as well costs associated with sending the state coordinator along with three other DREs to the annual IACP National DRE Conference. Upon completion of the initial DRE certification, all DREs will be supplied with the necessary equipment to conduct evaluations which includes items such as a stethoscope, pen light, and a thermometer. The large majority of costs and activities under this program are the DRE evaluations themselves. Similar to DUI enforcement conducted on an overtime basis, off-duty DREs who respond to evaluation requests will be reimbursed for the time to conduct an evaluation when an on-duty DRE is not available. Please note on-duty DREs will be utilized when possible. Both state and local law enforcement have been instructed to request a DRE during a possible DUI stop when any type of drug impairment is suspected, especially in any DUI crash involving an injury or fatality.

In direct support of the DRE program, a 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 already are NHTSA SFST certified. Approximately 10,000 law enforcement officers in Pennsylvania have received ARIDE training.

Metric: Conduct 200 sobriety checkpoints, 1,500 roving DUI patrols.

Metric: Certify 20 officers as Drug Recognition Experts and conduct 20 ARIDE courses.

Performance Target: Reduce Drugged Driving Crashes to 2,870 for 2015.

Project Budget: \$2,115,000.00 (DUI Enforcement - \$1,886,000; DRE Program - \$229,000)

Project Number: M5HVE-2016-02-00-00 Federal

Project Title: Municipal DUI Enforcement Programs

Allocation Methodology: As part of the data-driven approach to reducing impaired driving, an allocation method was created to efficiently and effectively distribute grant funding to our municipal DUI enforcement programs. Crash data for the previous 5 years was queried to identify impaired driving related crashes which resulted in an injury or fatality. By removing crashes reported by the state police, the data was able to be organized by reporting local police agency. A percentage was calculated for each of the more than 1,200 local police departments in the state based on the proportion of total impaired driving crashes in the state. The approximately 50 DUI enforcement grant programs which are comprised of more 700 participating local police agencies were assigned a grant funding amount based on their proportion of the problem. Grant amounts were then slightly adjusted based on factors such as past grantee performance or availability of manpower. Non-grant program participating police agencies with a large percentage of crashes are contacted by the law enforcement liaisons and encouraged to participate in the program. Some of the reasons for non-participation range from availability of manpower to lack of local government support.

Project Description: PennDOT will offer enforcement grants that will fund nearly 700 municipal police departments that encompass the road segments with the highest DUI crash numbers statewide. Participating departments conduct DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and data is provided to the departments 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. At a minimum, enforcement agencies receiving grant funding are required to participate in the national crackdown surrounding the Labor Day holiday. DUI law enforcement liaisons will ensure police department access to the NHTSA Law Enforcement Action Kit through a password protected web site. Grant-funded high visibility DUI enforcement conducted by local police in FFY 2014 resulted in over 135,000 vehicle contacts and more than 2,100 of those motorists were arrested for impaired driving.

Metric: Conduct 300 sobriety checkpoints, 1,000 roving DUI patrols, and 50 Cops in Shops operations.

Project Budget: \$2,575,000.00

Project Number: M5HVE-2016-01-00-00 State

Project Title: Paid Media

Project Description: The PennDOT Central Press Office will use state funds to buy media in support of DUI mobilizations. Outreach efforts for state and local checkpoint and saturation patrol programs target

high-risk populations and vehicle types. State data reveals the most prevalent group of drinking-drivers involved in crashes are male drivers age 21-30. Male drivers in this age group accounted for nearly 30 percent of all drinking driver crashes from 2010 to 2014. The breakdown of vehicle type driven by this driver is approximately 61 percent passenger car, 32 percent small truck or SUV, and 4 percent motorcycle. Of all drinking-driver involved crashes from 2010 to 2014, 77 percent were male.

Metric: Conduct 2 paid media campaigns to support high-visibility enforcement.

Project Budget: \$680,000.00

2. Court Support

Prosecution and adjudication strategies, including DUI courts, can be shown to change offender's behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. An increasing number of DUI court program evaluations across the country are displaying low DUI recidivism rates for successful graduate and reductions in long-term system cost as offenders spend less time in jail. Including DUI courts as part of a comprehensive DUI program can be expected to greatly contribute to reductions in impaired driving behavior.

Evidence of Effectiveness: CTW, Chapter 1: Sections 3.1, 3.2, 3.3, 3.4

Project Number: M5CS-2016-01-00-00 Federal

Project Title: DUI Courts

Project Description: During 2014 in Pennsylvania, there were nearly 16,000 individuals who were convicted of a second or subsequent DUI offense. Convictions for a second or subsequent DUI offense accounted for 60 percent of all DUI convictions in 2014. PennDOT provides counties with grants for DUI Court to address recidivism. The DUI Court model is similar 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 3 years and are intended as start-up funds. In FFY 2016, 3 DUI Courts will be funded and which are targeted toward repeat DUI offenders. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism.

Metric: Fund 3 DUI Courts.

Project Budget: \$224,416.00

Project Number: AL-2016-01-00-00 Federal

Project Title: DDAP/PennDOT DUI Intervention Project

Project Description: According to Pennsylvania statute, individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. The intent is to properly identify those individuals who

have an alcohol or drug addiction and ultimately lead to a reduction in DUI recidivism by including treatment as a component of the court sentencing. This is a crucial factor in the success of the combined health/legal approach to reducing impaired driving. In 2014, the pre-screening evaluation of DUI offenders recommended that more than 85 percent of those offenders undergo a full drug and alcohol assessment. Of all the DUI convictions in 2014, 60 percent were for a second or subsequent conviction. The burden of ensuring compliance with this statute lies within each county court and compliance has a direct impact on recidivism. According to court data and a recent state Supreme Court case, the county courts are failing to universally comply with this statute. This project will evaluate the programs within the county court systems to review compliance with statute, as well as to identify best practices to share with non-compliant counties.

Metric: Evaluate 25 County Court DUI Programs.

Project Budget: \$100,000.00

3. Training the Police and Highway Safety Communities

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

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 E, III A+B

Project Number: M5TR-2016-01-00-00/PT-2016-03-00-00 Federal

Project Title: Institute for Law Enforcement Education

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

Metric: Hold 30 breath test-related trainings.

Metric: Perform 20 sobriety checkpoint-related trainings.

Metric: Train 4,000 law enforcement officers in highway safety-related disciplines.

Metric: Perform 30 SFST-related trainings.

Project Budget: \$615,000.00 (\$610,000.00 – \$405d; \$185,000 – \$402)

Project Number: M5TR-2016-02-00-00 Federal

Project Title: Traffic Safety Resource Prosecutor (TSRP)

Project Description: More than 50,000 individuals are arrested for impaired driving each year in Pennsylvania comprised of more than 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 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.

Metric: Fund 1 Traffic Safety Resource Prosecutor.

Project Budget: \$200,000.00

Project Number: M5TR-2016-03-00-00 Federal

Project Title: Judicial Outreach Liaison (JOL)

Project Description: In 2011, Pennsylvania was awarded a grant with NHTSA Headquarters to fund a state judicial outreach liaison program which will terminate in September of 2015. During this time the PennDOT 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 more than 50,000 cases stemming from impaired driving. In some counties DUI cases comprise up to half the total cases heard in the courtroom. Questions stemming from recent DUI caselaw and individual DUI issues arise from the judiciary and the JOL serves as that technical resource in a peer to peer exchange of information between judge to judge. 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 promotes best practices such as DUI courts and other evidence based best practices.

Metric: Fund 1 Judicial Outreach Liaison.

Project Budget: \$50,000.00

Project Number: M5TR-2016-04-00-00 Federal

Project Title: DUI Law Enforcement Liaisons (LEL)

Project Description: Each Federal fiscal year, PennDOT law enforcement grantees conduct nearly 2,500 DUI enforcement operations resulting in 200,000 contacts and 4,000 DUI arrests. LEL support services are a crucial requirement of the high visibility enforcement program and also act as a technical resource for the nearly 50 DUI enforcement grants statewide which reach almost 700 local police departments as well as the state police. Their tasks include providing technical assistance to the impaired driving task forces, relay proper case law regarding various aspects of impaired driving, and to act as an extension of PennDOT for our law enforcement partners.

Project Budget: \$515,000.00

Project Number: M5TR-2016-04-00-00 State

Project Title: Pennsylvania DUI Association Technical Services Program

Project Description: Alcohol Highway Safety Program (AHSP) – The AHSP is managed by the Pennsylvania DUI Association through a contract PennDOT. The 2 main components of the AHSP are the Alcohol Highway Safety School (AHSS) and the Court Reporting Network (CRN). In Pennsylvania, attendance of an alcohol highway safety school is mandatory prior to license restoration for all convicted DUI first and second offenders. Alcohol highway safety school is a structured educational program with a standardized curriculum to teach DUI offenders about the problems of alcohol and drug use and driving. It provides opportunities to learn and implement behavioral changes that can eliminate future drinking after

driving episodes. The alcohol highway safety school curriculum and the instructors are certified through PennDOT.

Through the CRN, DUI offenders are evaluated for alcohol or drugs dependency prior to sentencing. This involves completing a questionnaire and an interview from a state-certified councilor. The information collected is presented to the judge prior to determine if drug and alcohol treatment are necessary. The judge has the option of ordering drug or alcohol dependency treatment which will help reduce repeat DUI offenses by getting people the help they need to address the root of their DUI problem. PennDOT is tasked with certifying the CRN evaluators.

Metric: (Re) Certify 150 AHSS Instructors.

Metric: (Re) Certify 225 CRN Evaluators.

Project Budget: \$350,000.00

4. Ignition Interlock Program

Primary components of Pennsylvania's criminal justice system are laws which establish effective consequences. Ignition interlock laws are effective penalties designed to achieve both specific and general deterrence. Interlock devices are highly effective in allowing a vehicle to be started by sober drivers but not by alcohol-impaired drivers.

Evidence of Effectiveness: CTW, Chapter 1: Section 4.2; HSP Guidelines No. 8, III A+B

Project Number: M5II-2016-01-00-00 State

Project Title: Ignition Interlock

Project Description: The Pennsylvania DUI Association provides quality assurance and technical assistance to PennDOT on interlock issues. The Pennsylvania ignition interlock law requires an individual convicted of a second or subsequent DUI offense to have a device installed on each motor vehicle they own for 1 year before they are eligible to apply for an unrestricted driver's license again. Interlock devices prohibit a vehicle from being operated by a drinking driver and helps ensure that convicted offenders are not able to drive before getting their drinking abuse problem under control. Currently, there are over 6,000 Pennsylvania residents with an Ignition Interlock license. In 2014, more than 50,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

Metric: Perform 250 (or at least 100 percent of operations existing in Pennsylvania) monitoring site visits of certified ignition interlock service centers.

Project Budget: \$500,000.00

OCCUPANT PROTECTION

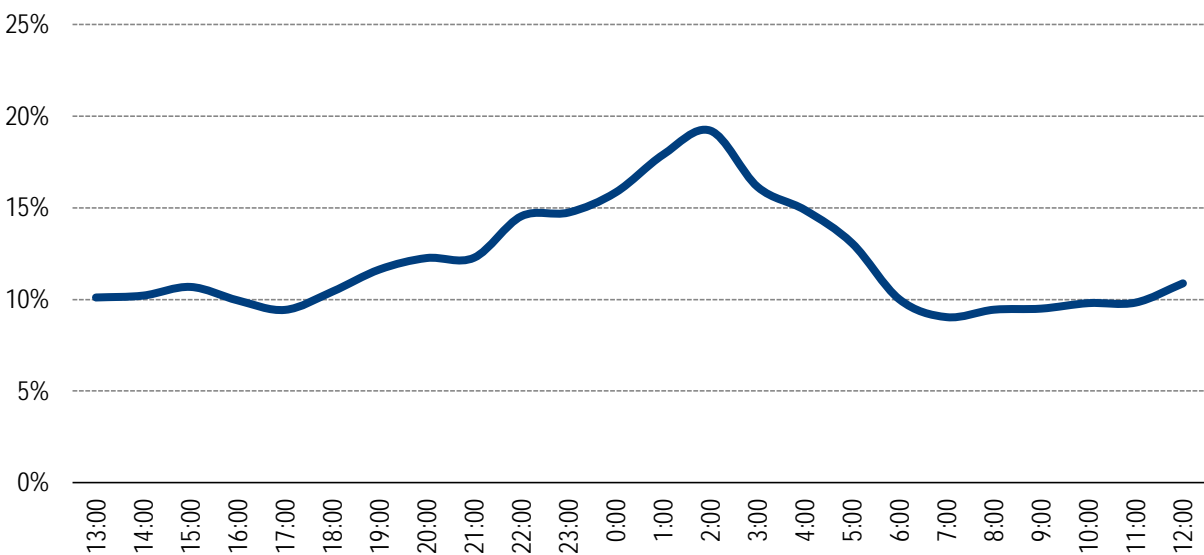
Problem Identification and Analysis

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 use rate spiked in 2009 at 88 percent, and since then has held fairly steady around 84 percent. In 2014, 11 percent of crashes involved at least 1 unbelted person, and 32 percent of all people who died in crashes were not wearing seat belts. From 2010-2014, 81 percent of the children aged 0-8 who were involved in crashes and restrained in a child seat sustained no injury.

In 2014, the number of unrestrained fatalities fell to 383 from 425 the previous year. This marks the fourth consecutive year of decreasing unrestrained fatalities. Unrestrained serious injuries fell for the third consecutive year, from 871 in 2013 to 763 in 2014. Crashes involving an unrestrained passenger also fell for the third consecutive year.

34 percent of the fatalities and major 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, with nighttime crashes (10:30 p.m. to 5:30 a.m.) shaded. There is a significant increase in unrestrained crashes during this time period.

Figure 4.11 Unrestrained Crashes as Percent of Total Crashes by Hour of the Day 2014



As shown in Table 4.1, almost 9 percent of the reported teen driver crashes were unrestrained for 2010-2014. During the same time period the percentage of unrestrained drivers increases for ages 20 to 29, reflecting a concerning trend as new drivers establish habits.

Table 4.1 Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage
2010-2014

Age	Restrained	Unrestrained	Other/Unknown	Total	Percent Unrestrained ^a
16-19	77,732	7,378	9,554	94,664	8.67%
20-24	113,201	13,982	21,922	149,105	10.99%
25-29	84,124	9,419	18,638	112,181	10.07%
30-34	66,117	6,600	14,485	87,202	9.08%
35-39	57,560	5,153	11,634	74,347	8.22%
40-44	61,424	4,939	11,585	77,948	7.44%
45-49	61,803	4,506	11,057	77,366	6.80%
50-54	60,034	4,009	10,209	74,252	6.26%
55-59	51,482	3,094	8,315	62,891	5.67%
60-64	39,841	2,181	6,181	48,203	5.19%
65-69	27,699	1,485	4,067	33,251	5.09%
70-74	19,018	1,052	2,822	22,892	5.24%
75-79	14,011	848	1,939	16,798	5.71%
80-84	10,986	690	1,535	13,211	5.91%
85-89	6,079	380	836	7,295	5.88%
90-94	1,525	114	223	1,862	6.96%
>94	218	18	138	374	7.63%
Total	752,854	65,848	135,140	953,842	8.04%

Note: Applicable Units include automobiles, small and large trucks, vans, and SUVs.

^a Percent Unrestrained is the number of unrestrained drivers where restraint usage is known.

Annual Targets

Unrestrained fatalities, serious injuries, and crashes have declined steadily for the past several years. Success in reducing unrestrained crashes since 2010 is driving a downward trend in fatalities and major injuries. The trend analysis suggests further reduction in all 3 categories in 2014 and 2015. The fatality trend based on 5-year rolling averages suggests that the “half by 2030” goal established in the SHSP will be exceeded. As a result, the 5-year average targets proposed in Figure 4.8 are more aggressive than what is required to meet the SHSP goal. Instead, the 2015 and 2016 5-year average targets are based on the trend line over the period from 2010 to 2014 and shows an achievable 4 percent decrease from 2014 to 2015 and

4 percent from 2015 to 2016. The same downward trends have been seen for serious injuries and crashes, so a 7 percent decrease in serious injuries between 2014 and 2015 and an 3 percent decrease in crashes for the same year are achievable.

Figure 4.12 Unrestrained Passenger Vehicle Occupant Fatalities 2010-2016

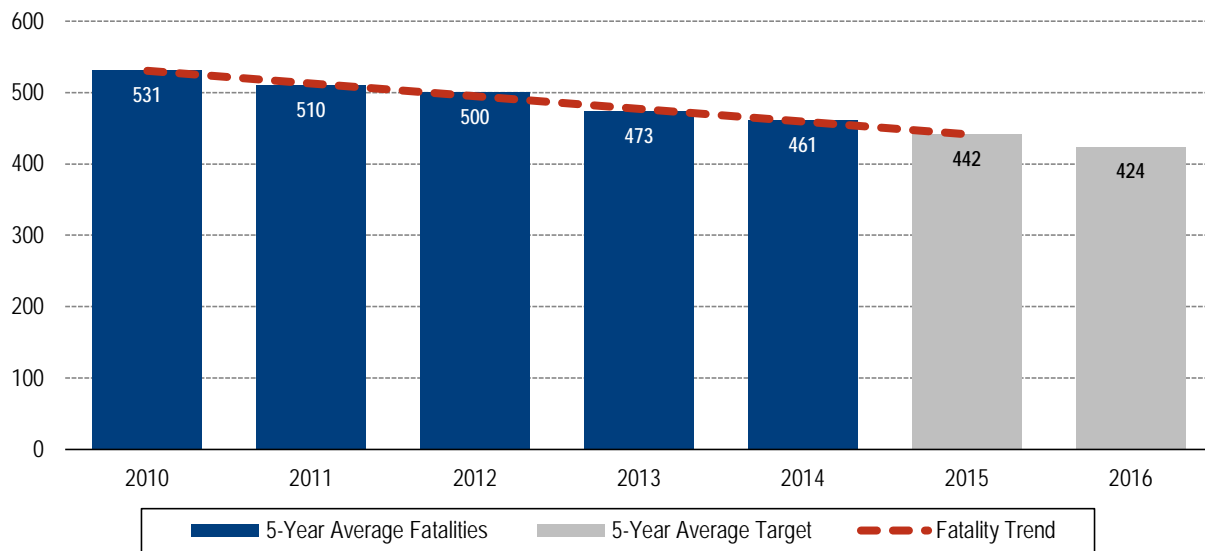


Figure 4.13 Unrestrained Passenger Vehicle Occupant Serious Injuries 2010-2016

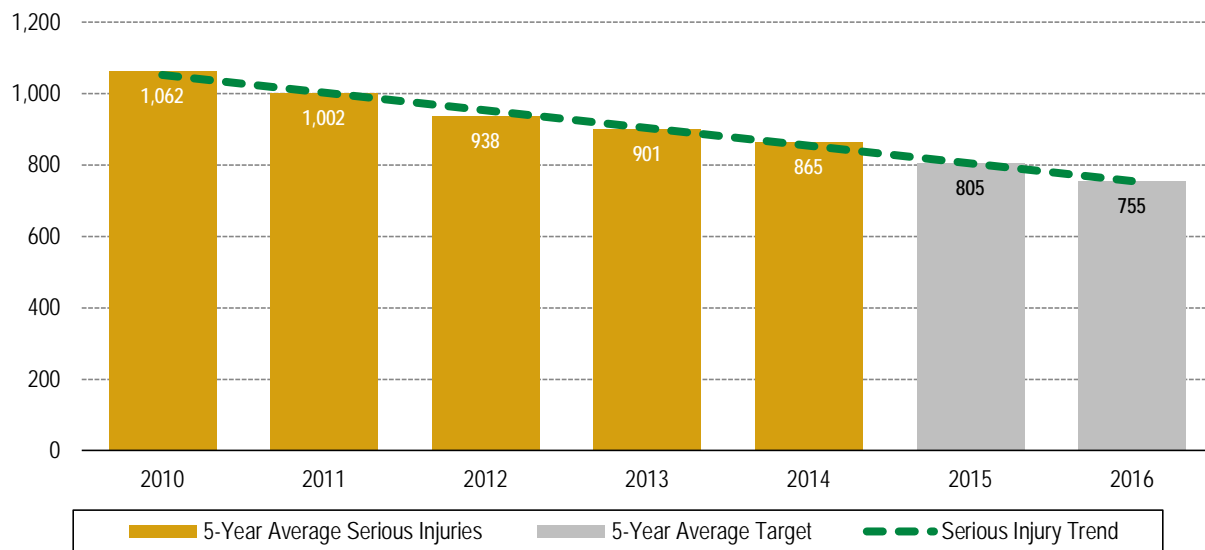
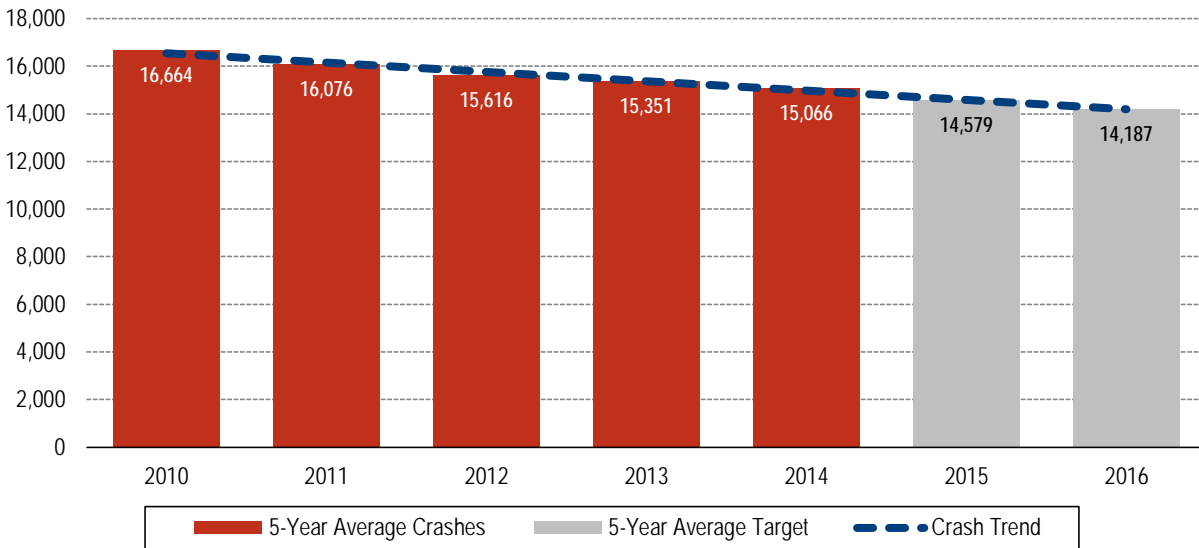


Figure 4.14 Unrestrained Passenger Vehicle Occupant Crashes
2010-2016



List of Countermeasures (Programs and Projects)

1. High-Visibility Seat Belt Law Enforcement

Publicized seat belt law enforcement programs, using specially trained officers and equipment, have been proven effective in increasing belt use and reducing occupant protection-related fatal, injury, and property damage crashes. 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.

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 2015 and May Click It or Ticket 2016 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.

Sustained Belt Law Enforcement

Departments receiving grant money during enforcement mobilizations will be required to conduct in-kind overtime enforcement during a designated month of the year. In-kind enforcement is scheduled so that seat belt enforcement is being done in every month. Law enforcement agencies participating in the designated

mobilization periods are strongly encouraged to take a “zero tolerance” stance on drivers and passengers who ride unbuckled both during funded and in-kind operations. The importance of enforcing the seat belt laws as a tool to decrease traffic injuries and fatalities is emphasized to law enforcement partners at every opportunity. Pennsylvania State Police (PSP) policy 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.”

Nighttime (10 p.m. to 5 a.m.) Seat Belt Enforcement

As shown above, statewide data show that the rate of unrestrained crashes, major injuries, and fatalities increases at night. To target this problem, a percentage of mobilization enforcement will be conducted at nighttime. Seat belt enforcement and messaging will also be coupled with DUI enforcement and messaging to expand nighttime coverage and to address 2 safety focus areas that are particular nighttime problems and that are often factors in the same crashes. 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 FY 2016 similar rates of nighttime enforcement is planned.

Teen Seat Belt Enforcement

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 seen in Table 4.1.

Please see Attachment 1 for the FFY 2016 Pennsylvania High-Visibility Enforcement Campaign Schedule, including planned participating departments.

Evidence-Based Traffic Safety Enforcement Program

Coordination for the events is done via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high unrestrained crash, injury, and fatality locations, crashes by time of day, type of vehicle, and age/sex of drivers. Data related to high-risk areas and demographics also is provided to target the NHTSA paid media buy for Memorial Day Mobilization and other identified campaigns.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2.1, 2.2, 2.3, 3.1, 3.2, 5.1, 6.1, 7.1

Project Number: M2HVE-2016-01-00-00 Federal

Project Title: Pennsylvania State Police Occupant Protection Enforcement and Education Program

Allocation Methodology: The PennDOT State Highway Safety Office supplies the state police with crash data in support of a data-driven approach to the high visibility enforcement program. As such, crash data for the previous 5 years was queried to identify unbuckled crashes which resulted in an injury or fatality to the unrestrained. By removing crashes reported by local police, the data was able to be organized by reporting state police troop and station. Suggested grant funding amounts are supplied presented by troop and station which are proportionate to the crash problem for location.

Project Description: 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 goals 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.

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, including Child Passenger Safety Week.

Project Budget: \$1,500,000.00 Federal

Project Number: M2HVE-2016-02-00-00 Federal

Project Title: Municipal Occupant Protection Enforcement and Education Programs

Allocation Methodology: As part of the data-driven approach to reducing unbuckled fatalities, an allocation method was created to efficiently and effectively distribute grant funding to our municipal occupant protection enforcement departments. Crash data for the previous 5 years was queried to identify unbuckled crashes which resulted in an injury or fatality to the unrestrained occupant. By removing crashes reported by the state police, the data was able to be organized by reporting local police agency. A percentage was calculated for each of the more than 1,200 local police departments in the state based on the proportion of total unbuckled crashes in the state. Approximately 350 participating local police agencies were assigned a grant funding amount based on their proportion of the problem. Grant amounts were then slightly adjusted based on factors such as past grantee performance or availability of manpower. Non-grant program participating police agencies with a large percentage of crashes are contacted by the law enforcement liaisons and encouraged to participate in the program. Some of the reasons for non-participation range from availability of manpower to lack of local government support.

Project Description: Municipal police participation in occupant protection enforcement operations will be coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement subgrants will use an allocation formula based on unrestrained crash data along with an assessment of individual LEA capacity to fulfil the grant requirements. This process will be in compliance with Map-21

(23 CFR 1200.21 3) (ii) and assure that LEAs funded for seat belt enforcement will represent least 70 percent of the statewide unrestrained crashes.

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.

Metric: Provide funding to municipal police departments based on number and severity of crashes to participate in Thanksgiving 2014 and May Click It or Ticket 2015 enforcement campaigns.

Metric: Dedicate 50 percent of funded enforcement hours to nighttime enforcement.

Metric: Provide funding to municipal police departments to participate in a Teen Seat Belt enforcement campaign (October 19 – 25, 2015).

Metric: Provide funding to municipal police departments to participate in Child Passenger Safety Week enforcement.

Project Budget: \$1,910,000.00 (HVE Enforcement - \$1,516,562; LEL Support - \$393,438)

Project Number: M2HVE-2016-01-00-00 State

Project Title: Paid and Earned Media

Project Description:

- Paid Media Plans – PennDOT will use state funds for paid advertising during the May CIOT mobilization in the form of radio messages, on-line ads, and gas/convenience store advertising targeting males 18 to 54, nighttime drivers, and pickup truck drivers. Statistics have shown these demographics are the least likely to buckle up. There also will be CIOT campaign videos shown in Pittsburgh and Philadelphia high schools.
- Earned Media Plans – The PennDOT Central Press Office will provide Earned Media Plans for all occupant protection enforcement campaigns, including Child Passenger Safety Week, to generate earned media statewide. Some suggested activities to generate earned media will include press releases, public service announcements, and enforcement advisories.

Metric: Conduct 1 paid media campaigns to support high-visibility enforcement during the May Click It or Ticket mobilization.

Project Budget: \$275,000.00

2. Child Occupant Protection Programs

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.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1, 7.2, 7.3

Project Number: OP-2016-01-00-00 Federal

Project Title: Pennsylvania State Police Child Passenger Safety Fitting Stations

Project Description: 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 provide 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.

Metric: Perform at least 2,100 car seat checks total during the fiscal year.

Metric: Conduct at least 70 separate check-up events during each seat belt mobilization event; inspect at least 500 seats during each mobilization period.

Project Budget: \$65,000.00

Project Number: OP-2016-02-00-00 CPS Program Efforts project

Project Title: Child Passenger Safety (CPS) Coordination

Project 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, website, and a variety of print and video resources for the 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 NHTSA's 32-hour 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 Seat Loaner 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 restraints for Loaner Programs. 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 available to the general public also on the project’s web site.

Metric: Conduct 10 NHTSA Child Passenger Safety Technician Certification Training Courses, certify 100 new technicians.

Metric: Conduct 36 renewal and refresher courses for technicians.

Metric: Conduct Hospital Educational Trainings: CME/CMU – 30 courses, 300 participants; non-CME – 30 courses, 300 participants.

Metric: Conduct 55 programs for school staff, caregivers, and school transportation providers

Metric: Distribute 3,500 child restraints to established Car Seat Loaner Programs.

Project Budget: \$928,260.00 Federal; \$470,000.00 State

Project Number: OP-2016-02-00-00 Federal

Project Title: Statewide Child Passenger Safety Technician Assistance Program

Project Description: This program will make grant funds available to promote and provide technical and scholarship fund assistance to Pennsylvania’s network of certified Child Passenger Safety Technicians and Instructors, Child Seat Loaner Programs, and Fitting Stations. Activities will include providing “scholarships” for Child Seat Loaner Program staff, volunteers, police, and emergency medical staff to become certified/re-certified Child Passenger Safety (CPS) Technicians. In addition, funds will be made available via “scholarships” to Pennsylvania CPS Technicians and Instructors to attend the 2016 NHTSA Region 2 Child Passenger Safety Conference. The conference will be held May 10-12, 2016 in Lake Placid, NY.

Metric: Certify 50 members of identified agencies as Child Passenger Safety Technicians.

Metric: Recertify 50 Child Passenger Safety Technicians from identified agencies.

Metric: Provide funding for 40 CPS Technicians and Instructors to attend Region 2 CPS Conference.

Project Budget: \$32,000.00

POLICE TRAFFIC SERVICES

Speeding and Aggressive Driving

Problem Identification and Analysis

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 2010 and 2014, 12 percent of all fatalities and 8 percent of all serious injuries were a result of aggressive driving. Between 2005 and 2014, speed-related crashes have fluctuated, but between 2013 and 2014, fatalities decreased 7 percent and serious injuries decreased 10 percent.

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 also is provided in specific problem areas. The Pennsylvania Aggressive Driving Enforcement and Education Project, (PA ADEEP) selects law enforcement agencies (LEA), who have particular roadways in their jurisdiction with the best opportunity to effectively reduce aggressive driving crashes. PennDOT's planning staff reviews crash maps showing aggressive driving and speeding-related crashes to identify priority roadways. Once selected, a PDF file with crash data is given to the particular police department that covers the roadway. The LEAs then use this information to plan times for their enforcement and get a better understanding of the particular crashes happening.

Annual Targets

Speed-related fatalities, serious injuries, and crashes have declined steadily for the past several years. Success in reducing speed-related crashes since 2010 is driving a downward trend in fatalities and major injuries. The trend analysis suggests further reduction in all 3 categories in 2015 and 2016. The fatality trend based on 5-year rolling averages suggests that the "half by 2030" goal established in the SHSP will be exceeded. As a result, the 5-year average targets proposed in Figure 4.12 are more aggressive than what is required to meet the SHSP goal. Instead, the 2015 and 2016 5-year average targets are based on the trend line over the period from 2010 to 2014 and shows an achievable 4 percent decrease from 2014 to 2015 and 5 percent from 2015 to 2016. The same downward trends have been seen for serious injuries and crashes, so a 8 percent decrease in serious injuries between 2014 and 2015 and an 3 percent decrease in crashes for the same year are achievable.

Figure 4.15 Speed-Related Driving Fatalities
2010-2016

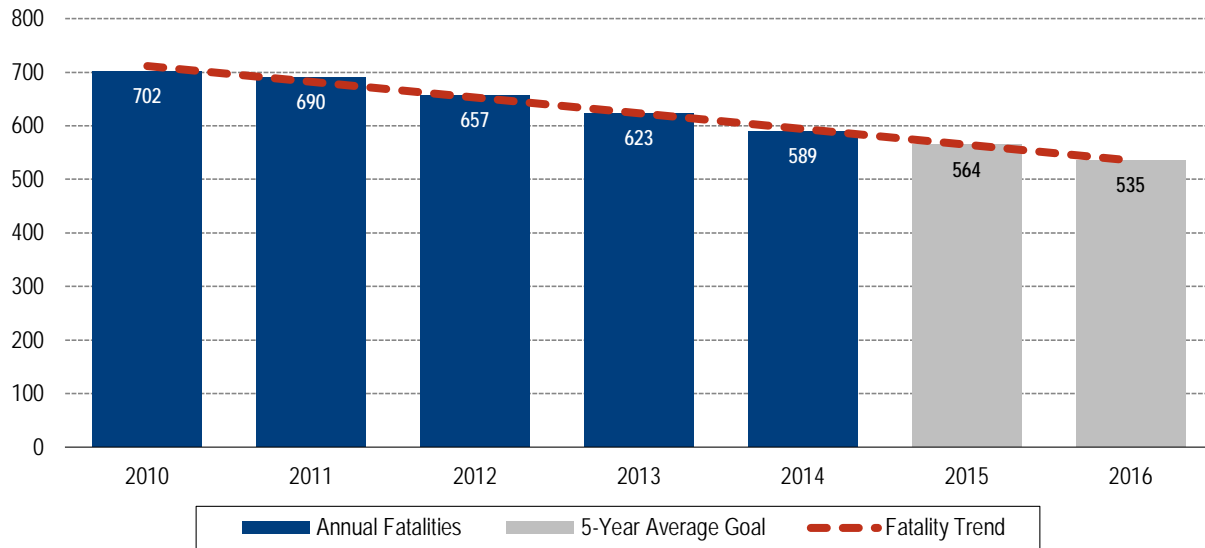


Figure 4.16 Speed-Related Driving Serious Injuries
2010-2016

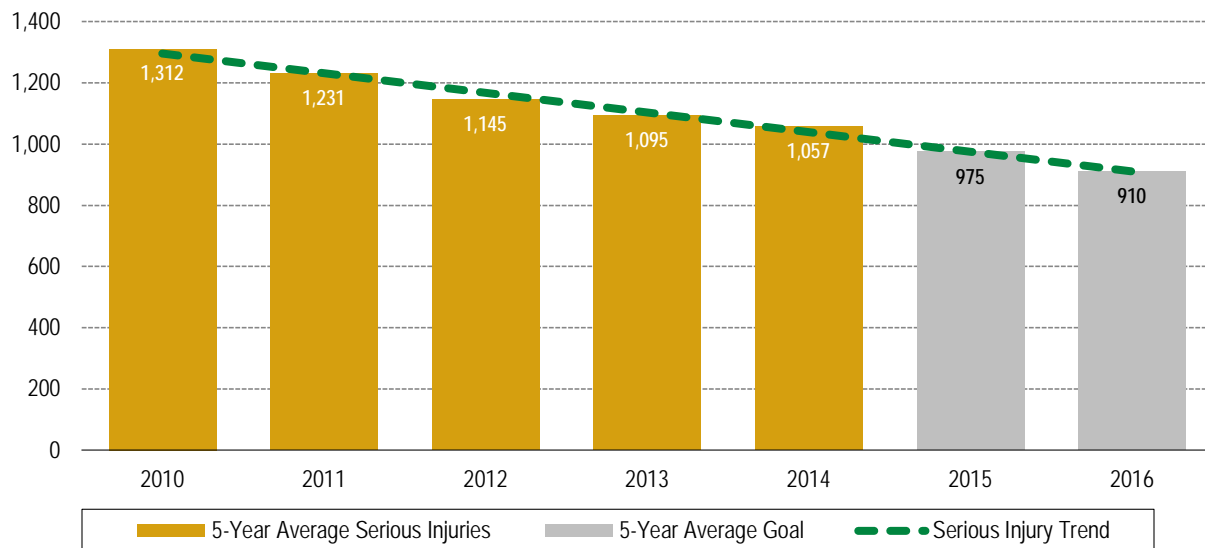
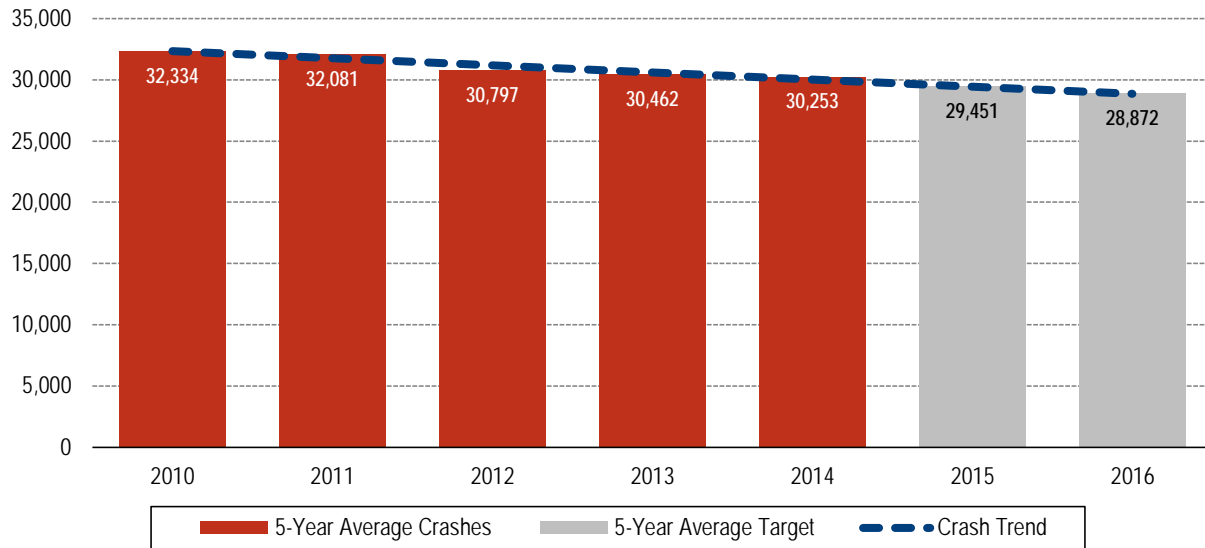


Figure 4.17 Speed-Related Crashes
2010-2016



Distracted Driving

Problem Identification and Analysis

State crash data shows a 2 percent decrease in distracted driving crashes and a 14 percent decrease in distracted driving fatalities from 2013 to 2014. 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. According to Distraction.gov, drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves. Research has shown that driving while using a cell phone reduces the amount of brain activity associated with driving by 37 percent. 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 distract drivers. Teen drivers have the highest percent of distracted drivers out of any age group. According to Distraction.gov, 11 percent of all drivers under the age of 20 involved in fatal crashes nationally were reported as distracted at the time of the crash.

Annual Targets

Distracted driver fatalities have declined steadily over the past several years, except for a slight increase in 2013, and serious injuries have decreased marginally. Crashes however have seen significant increases since 2009 and the trend is predicted to continue in this direction. The 2015 and 2016 5-year average targets for fatalities is based on the trend line over the period from 2010 to 2014, which shows an achievable 3 percent decrease from 2011 to 2015 and 3 percent from 2014 to 2015. Although the trend line for serious injuries suggests a moderate decline, the targets established for 2014 and 2015 are based on the SHSP goal

of reducing fatalities by half by 2030, which equates to a 4 percent decrease in serious injuries between 2015 and 2016. The future trend line for crashes continues to increase, so a moderate 3 percent decrease in crashes between 2014 and 2015 has been identified, consistent with the overall SHSP goal.

Figure 4.18 Distracted Driving Fatalities
2010-2016

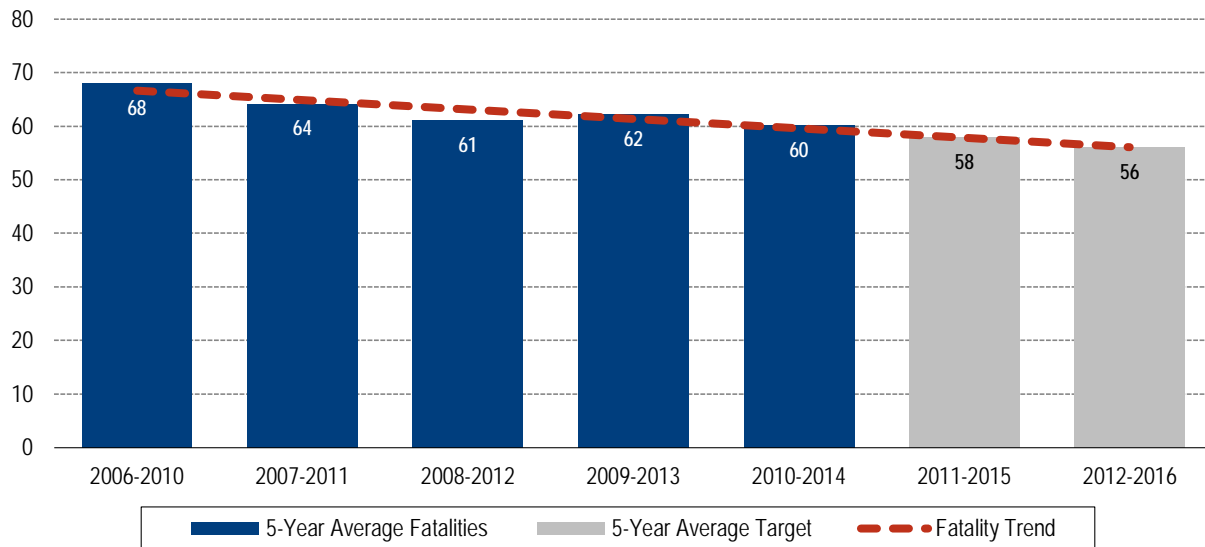


Figure 4.19 Distracted Driving Serious Injuries
2010-2016

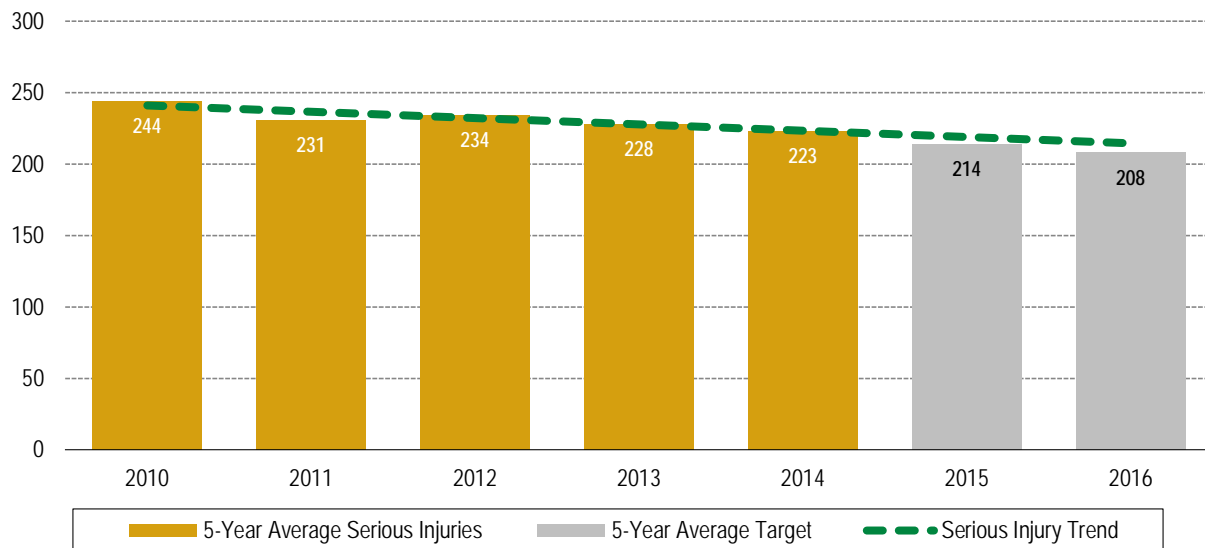
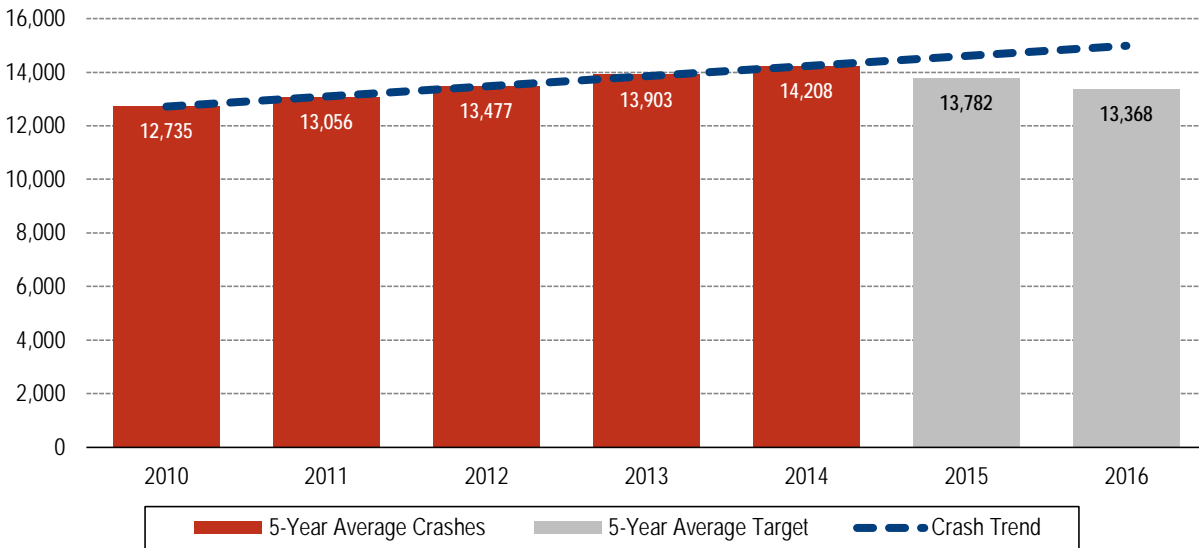


Figure 4.20 **Distracted Driving Crashes**
2010-2016



List of Countermeasures (Programs and Projects)

1. High-Visibility Traffic Law Enforcement

The basic behavioral strategy that has been used to control traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed towards high-crash or high-violation geographical areas.

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 distracted driving.

Please see Attachment 1 for the FFY 2016 Pennsylvania High-Visibility Enforcement Campaign Schedule, including planned participating departments.

Evidence-Based Traffic Safety Enforcement Program: Coordination for the events is done via 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high aggressive driving, speeding, and distracted driving crash, injury, and fatality locations, crashes by time of day, type of vehicle, and age/sex of drivers. In addition to the bimonthly meetings, special aggressive-driving subcommittee meetings are conducted regionally prior to HVE campaigns to incorporate local data into roadway corridor selection and coordinate efforts among neighboring police departments.

Evidence of Effectiveness: CTW, Chapter 3: Sections 2.2, 2.3, 4.1

Project Number: PT-2016-01-14-00 Federal; PT-2016-01-00-00 Federal

Project Title: Pennsylvania State Police Traffic Services

Allocation Methodology: The PennDOT State Highway Safety Office supplies the state police with aggressive driving crash data in support of a data-driven approach to the high visibility enforcement program. As such, crash data for the previous 5 years was queried to identify aggressive driving related crashes which resulted in an injury or fatality. By removing crashes reported by local police, the data was able to be organized by reporting state police troop and station. Suggested grant funding amounts are supplied presented by troop and station which are proportionate to the crash problem for location.

Project Description: The Pennsylvania State Police (PSP) implement proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. The following tasks will be implemented by PSP in FFY 2016 under this section:

- Aggressive Driving Enforcement and Education:
 - PSP will conduct sustained aggressive driving enforcement during 4 quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize Prophecy Software, historical data, and evaluations of previous enforcement campaigns to determine when and where to most effectively use the overtime.
 - PSP personnel also will work with and support participating municipal police departments during periodic campaigns.
- Special Traffic Enforcement Program (STEP):
 - STEP is a State Police program is designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during 7 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 reports.
- Operation Maximum Effort:
 - Operation Maximum Effort is a large, 1-time-per-year effort that usually occurs during the 3rd quarter (April-June) over the course of a weekend. It provides high-visibility, aggressive speed enforcement. A secondary objective of this operation is to disrupt illicit activity and identify in-transit criminals, reflecting principles similar to the Data-Driven Approach to Crime and Traffic Safety operational model.

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, providing support to participating municipal police departments.

Metric: Perform over 6,000 hours of STEP overtime enforcement.

Metric: Perform 1 weekend-long enforcement blitz.

Project Budget: \$ 1,950,000.00

Project Number: PT-2016-02-15-00 Federal; PT-2016-02-00-00 Federal

Project Title: Municipal Aggressive Driving Enforcement and Education Program

Allocation Methodology: As part of the data-driven approach to reducing speeding and aggressive driving, an allocation method was created to efficiently and effectively distribute grant funding to our municipal aggressive driving enforcement departments. Crash data for the previous 5 years was queried to identify aggressive driving related crashes which resulted in an injury or fatality. By removing crashes reported by the state police, the data was able to be organized by reporting local police agency. A percentage was calculated for each of the more than 1,200 local police departments in the state based on the proportion of total impaired driving crashes in the state. The nearly 350 participating local police agencies were assigned a grant funding amount based on their proportion of the problem. Grant amounts were then slightly adjusted based on factors such as past grantee performance or availability of manpower. Non-grant program participating police agencies with a large percentage of crashes are contacted by the law enforcement liaisons and encouraged to participate in the program. Some of the reasons for non-participation range from availability of manpower to lack of local government support.

Project 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.

The Aggressive Driving Enforcement and Education campaign will have 1 wave with a distracted driving theme. Drivers sometimes unknowingly commit aggressive driving actions while distracted. The officers doing the enforcement will be looking for distracted drivers along with aggressive drivers.

Metric: Mobilize 350 local police departments to provide enforcement on 400 high aggressive driving crash corridors in collaboration with the PSP.

Metric: Conduct 1 enforcement campaign with a distracted driving theme during FFY 2016.

Project Budget: \$1,650,000.00 (HVE Enforcement - \$1,260,229; LEL Support - \$389,771)

Project Number: PT-2016-05-14-00 Federal; PT-2016-04-00-00 Federal

Project Title: Police Traffic Services Program

Project Description: PennDOT will offer enforcement grants for FFY 2016 that will fund municipal police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures in a single 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. Currently the City of Philadelphia is the only Police Traffic Service grant holder. We plan to add the City of Pittsburgh Police Department in FY 2016.

Metric: Provide a Police Traffic Service Program opportunity to the City of Pittsburgh and the City of Philadelphia.

Project Budget: \$250,000.00

Project Number: PT-2016-01-14-00 State; PT-2016-01-15-00 State

Project Title: Speed Trailers

Project Description: In 2014 and 2015, the PennDOT Division of Highway Safety and Traffic Operations used state funds to purchase at least 1 new speed trailer for each of the 11 PennDOT Districts. The speed trailers are deployed on high-crash corridors where speeding-related crashes remain a problem. The trailers also are used in work zones so motorists are visually reminded to stay within the posted speed limit. The Division of Highway Safety plans to purchase new speed trailers in 2016.



Metric: Supply each PennDOT District with a new speed trailer in 2016.

Project Budget: \$70,000.00

Project Number: PT-2016-01-14-00 State; PT-2016-01-15-00 State

Project Title: Paid Media

Project Description: PennDOT Central Press Office will use state funds to conduct a media campaign on distracted driving featuring on-line and radio advertising. Teen drivers will be the primary target demographic. Distracted driving messages also will be incorporated into earned media during the Aggressive Driving Enforcement and Education campaign.

Metric: Run 1 paid media campaign during Distracted Driving Month (April), incorporating a Distracted Driving message using resources from Distraction.gov.

Project Budget: \$275,000.00

MATURE DRIVERS

Problem Identification and Analysis

Pennsylvania has nearly 1.9 million licensed drivers aged 65 and older who make up 22 percent of the total licensed driving population. Older citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center statistics indicate that the number of residents 65 and older will continue to increase 21 percent by 2020.

In 2014, fatalities in crashes that involved at least 1 mature driver totaled 300 in 2014. In other words, a driver over the age of 65 was involved in crashes accounting for approximately 25 percent of all traffic fatalities in Pennsylvania. These numbers do not determine fault of driver, but due to the human bodies increased fragility as we age, 183 drivers over the age of 65 died in 2014, or 61 percent of the total 300 mature driver related fatalities.

Annual Targets

Mature driver crashes and fatalities have been rising for the past several years, but serious injuries have mostly maintained a level trend. The 2015 and 2016 serious injury 5-year average targets are based on the trend line over the period from 2010 to 2014. However, the fatality target projections are based on the overall SHSP goal, which suggests a 16 percent decrease from 2014 to 2015 and a more moderate 3 percent decrease from 2015 to 2016. The future trend line for crashes continues to increase, so a moderate 3 percent decrease in crashes between 2014 and 2015 has been identified, consistent with the overall SHSP goal.

Figure 4.21 Mature Driver Fatalities
2010-2016

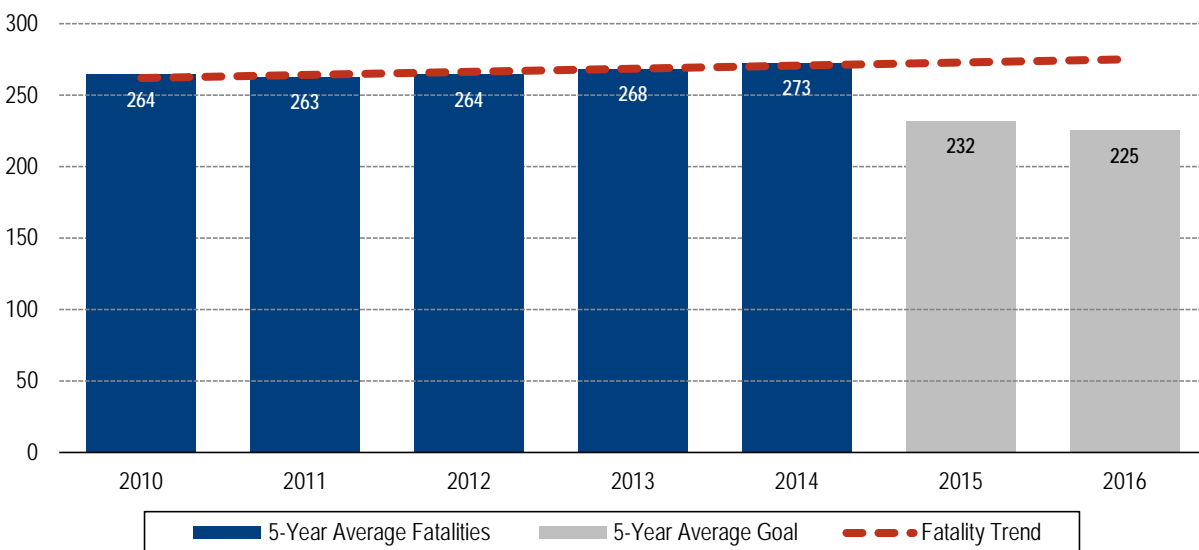


Figure 4.22 Mature Driver Serious Injuries
2010-2016

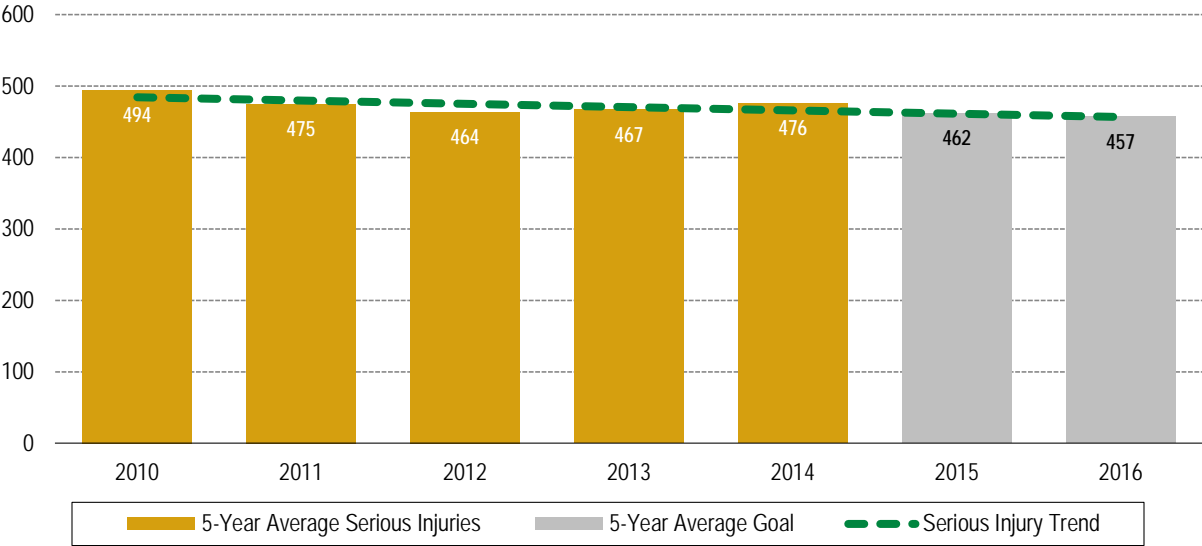
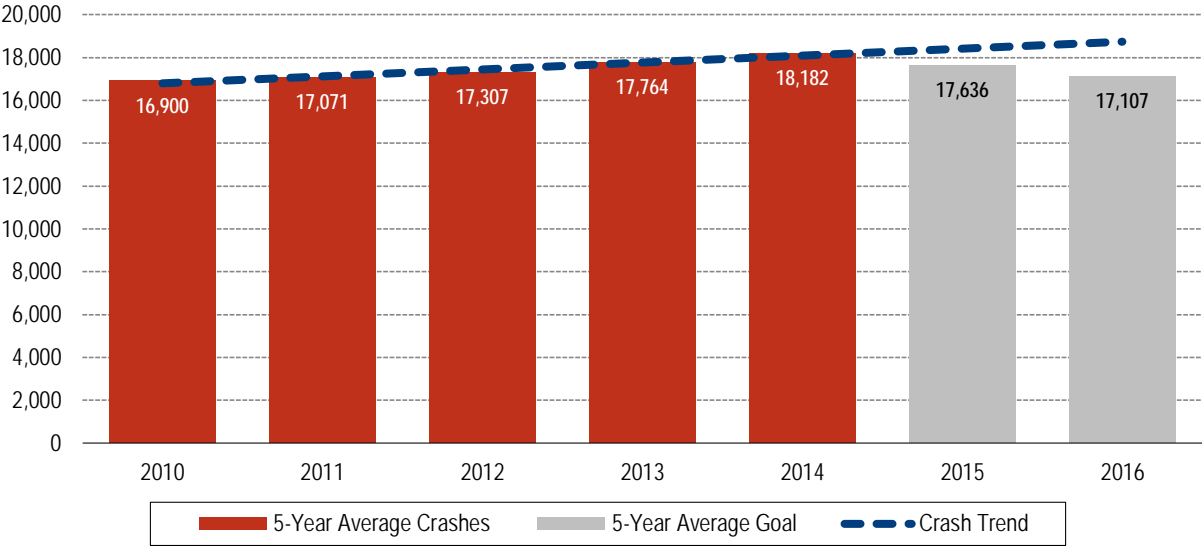


Figure 4.23 Mature Driver Crashes
2010-2016



List of Countermeasures

1. Mature Driver Education and Outreach

Formal courses specifically designed for mature drivers are offered by organizations either independently or under accreditation by States. There are 3 organizations that offer the PennDOT-approved Basic and Refresher Mature Driver improvement courses at various locations throughout the Commonwealth of Pennsylvania and on-line. All of these approved courses address the specific needs of the mature driver by helping the mature driver understand how aging affects driving abilities and providing insight about driving on today's roadways. There are no written or practical driving tests. The course fees are moderate, but vary with each organization.

In addition, under Pennsylvania law, drivers 55 and older are eligible to receive a 5 percent discount on their vehicle insurance by completing the Basic Mature Driver Improvement Course. In order to maintain the discount, individuals would have to take the Refresher Mature Driver Improvement Course every 3 years. Individuals should check with their insurance carrier for specifics of their program.

The following organizations offer PennDOT-approved mature driving courses:

- AAA (<http://www.aaa.com>);
- AARP (888-227-7669; <http://www.aarp.org>); and
- Seniors for Safe Driving (800-559-4880; <http://www.sfsd-pa.com>).

Evidence of Effectiveness: CTW, Chapter 7: Section 1.1

2. Licensing

Licensing agencies in all states accept reevaluation referrals for drivers of any age. Historically, medical reporting by health care personnel has provided a highly effective mechanism for removing medically impaired drivers from our roads. In accordance with Section 1518(b) of the Pennsylvania Vehicle Code, all physicians and other persons authorized to diagnose or treat disorders and disabilities must report to PennDOT any patient 15 years of age or older, who has been diagnosed as having a condition that could impair his/her ability to safely operate a motor vehicle.

PennDOT maintains a Medical Reporting Information Center on its Driver and Vehicle Services web site (<http://www.dmv.state.pa.us/centers/medicalReportingCenter.shtml>). This web site provides a variety of information on the medical reporting process in Pennsylvania.

PennDOT also coordinates a Medical Advisory Board (MAB) to make policy recommendations on what licensing actions are appropriate for people with specific medical conditions and to support PennDOT in evaluating people with medical conditions or functional limitations that may affect their ability to drive.

Evidence of Effectiveness: CTW, Chapter 7: Section 2.2, 2.4

Project Number: DL-2016-01-00-00 Federal

Project Title: Mature Driver Safety Program

Project Description: The goal of this Mature Driver Safety initiative is to provide additional training and education to the motoring public, including mature driver's themselves, and law enforcement officers regarding mature drivers. It will focus on understanding mature driver needs and avenues to better reach our mature drivers and their families with law changes, driving tips, and training opportunities. It will also focus on providing law enforcement with tools to aid in detection of a possible medical condition(s) that may be interfering with a driver's ability to safely operate a motor vehicle. Additional focus on driver referral and screening will also be included.

Metric: Determine the needs of mature drivers, analyze mature driver crashes to determine commonalities which can be addressed through safety materials or other avenues, provide additional training and tools to law enforcement regarding mature drivers, and explore Contrast Sensitivity Screening.

Project Budget: \$200,000.00 Federal

3. Mature Driver Law Enforcement

In addition to enforcing traffic laws for motorists of all ages, law enforcement plays a vital role in mature driver safety by identifying mature drivers with potential driving impairments and providing information and education to the public.

NHTSA's Older Driver Law Enforcement Course is available through the International Association of Directors of Law Enforcement Standards and Training. PennDOT facilitates the implementation of this course in Pennsylvania to increase law enforcement awareness of mature driver issues. The training includes techniques for identifying drivers with potential impairments and referring them to PennDOT for further review. Trainings are scheduled-based on identified need, the availability of training coordinators, and available funding.

Evidence of Effectiveness: CTW, Chapter 7: Section 3.1

MOTORCYCLE SAFETY

Problem Identification and Analysis

Motorcycles are becoming more common on the roads. From 2005 to 2014, Pennsylvania saw a 12 percent increase in motorcyclists and a 27 percent increase 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 multivehicle 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 helmetless. In 2014, the number of students trained by the Motorcycle Safety Training Program fell to 18,180 from 21,196 in 2013. Efforts to increase attendance will be continued throughout the grant year through multiple media outlets and advisories.

Roughly 28 percent of all motorcycle operators in Pennsylvania involved in a fatal crash had some level of impairment. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing crashes. Motorcycle fatalities totaled 186 in 2014, accounting for approximately 15 percent of all traffic fatalities in Pennsylvania.

Annual Targets

Motorcycle fatalities have fluctuated for the past several years, and were up slightly in 2014 after a 5-year low in 2013. Serious injuries and crashes have consistently maintained a slight downward trend over the same time period. Since the recent trends have not kept pace with the SHSP goal, the 2015 and 2015 5-year average targets for fatalities and serious injuries are based on the SHSP goal rather than the 2010-2014 trend line. As a result, the annual fatality target projections from 2014 to 2015 estimate an achievable 5.5 percent decrease and a more moderate 3 percent decrease from 2015-2015. Based on the SHSP goal, a 3 percent decrease in serious injuries is needed between 2014 and 2015. For total crashes, the 2015 and 2016 targets are based on the 2010-2014 trend line, which results in a 2 percent decrease in crashes for 2015.

Figure 4.24 Motorcyclist Fatalities
2010-2016

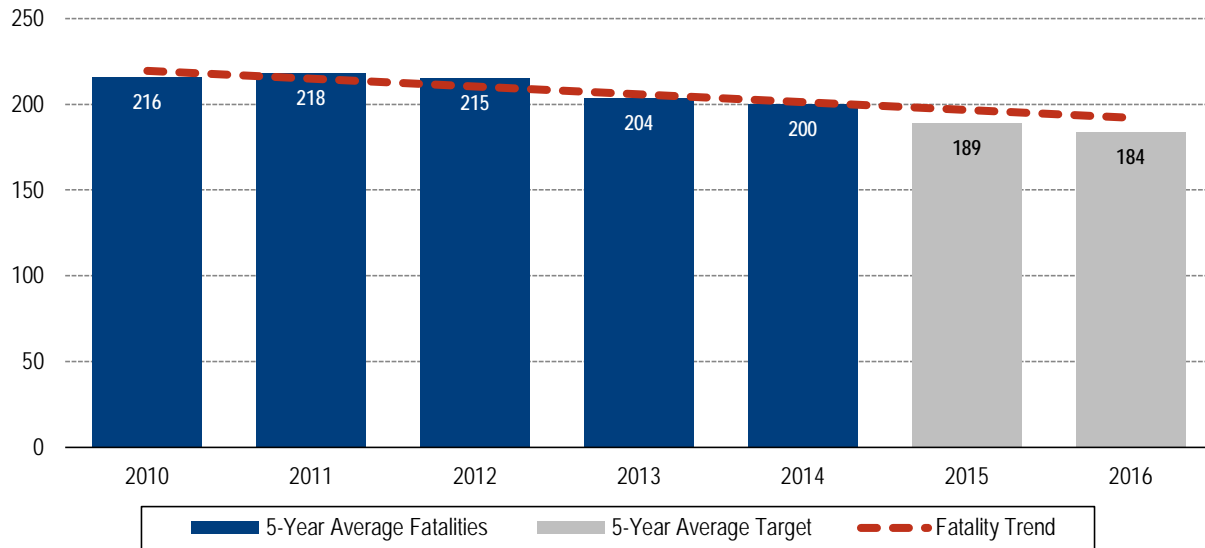


Figure 4.25 Motorcyclist Serious Injuries
2010-2016

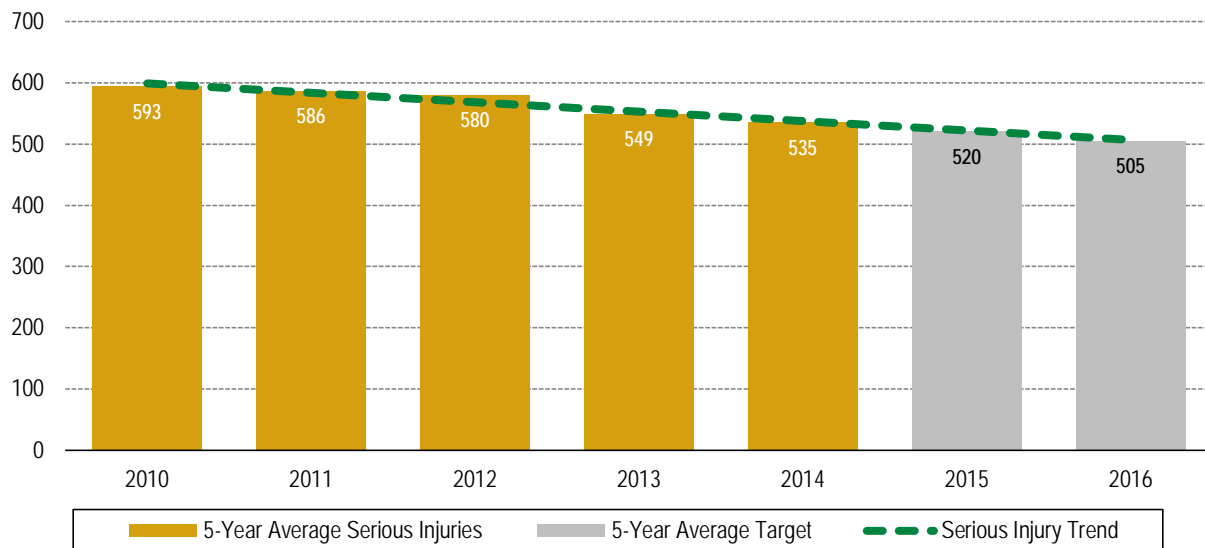
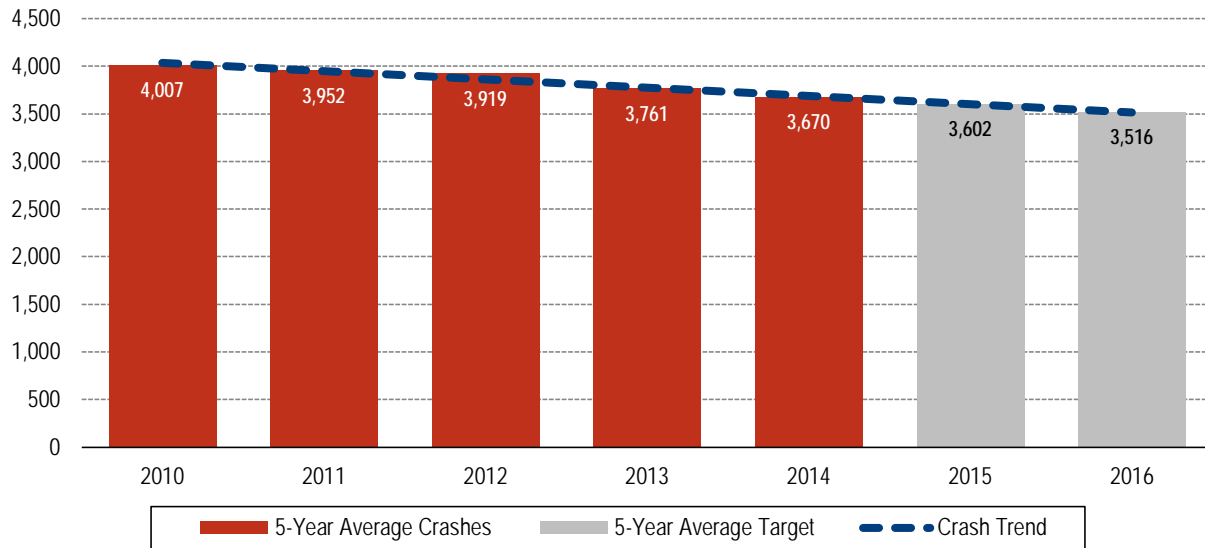


Figure 4.26 Motorcyclist Crashes
2010-2016



List of Countermeasures (Programs and Projects)

1. Motorcycle Rider Training

Motorcycle rider education and training is a vital strategy for ensuring both novice and experienced riders learn basic and advanced skills necessary to operate a motorcycle safely. Training should be made available on a timely basis to all who wish to take it.

The Pennsylvania Motorcycle Safety Program (MSP – <http://www.pamsp.com>) was established to teach riders of all skill levels the fundamentals needed in order to safely operate a motorcycle. The MSP was created from legislation in 1984 and began 1 year later. Now in its 30th year of training, the MSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner’s permit.

Evidence of Effectiveness: CTW, Chapter 5: Section 3.2

Project Number: M9MA-2016-01-15-00 State; M9MA-2016-01-00-00 State

Project Title: Pennsylvania Motorcycle Safety Program Trainings

Project Description: Pennsylvania offers 4 training courses free of charge at many sites across the state. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for more advanced riders to refresh and refine their skills. There are 3 levels of motorcycle training (Basic Rider Course, Basic Rider Course 2, and Advanced Rider Course) and a 3-Wheeled Basic Rider Course. The advanced course was started with the help of Section 2010 funds in 2012 and is modeled after a military training course.

Metric: Increase by 10 percent the overall number of students trained in all MSP training courses from 18,180 in 2014 to 19,998 in 2015.

Project Budget: \$4,000,000.00 State

2. Motorcycle Safety Communications and Outreach

Motorcycles are smaller vehicles and are often unseen by other motorists due to low conspicuity. Many states rely on communications and outreach campaigns to increase drivers' awareness of motorcyclists. These campaigns often coincide with the summer riding season and include motorcyclist organization to promote peer-to-peer safety outreach. PennDOT supports motorcyclist awareness programs through its Motorcycle Safety Program.

Evidence of Effectiveness: CTW, Chapter 5: Section 4.2

Project Number: M9MA-2016-01-15-00 Federal; M9MA-2016-01-00-00 Federal/State

Project Title: Pennsylvania Share the Road Program

Project 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 fault of the other driver and it is believed the drivers often times 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.

LiveFreeRideAlive.com is Pennsylvania's motorcycle themed interactive web site. It is designed to educate riders on important aspects of motorcycle safety such as being properly licensed and the use of all protective gear. The site also carries messages promoting sober driving. The site will be promoted at motorcycle events statewide to encourage riders to practice safe riding habits.

Metric: Attend 6 motorcycle rallies in calendar year 2015.

Metric: Distribute 25,000 lawn signs with the help of ABATE (Alliance of Bikers Aimed Toward Education).

Metric: Conduct 2 paid media campaigns: Gas pump toppers running May through September; Radio news, traffic, and weather sponsorships running April through May and August through September

Project Budget: \$195,000.00 Federal/\$300,000.00 State

YOUNG DRIVERS

Problem Identification and Analysis

In 2014, 1,195 persons died on Pennsylvania roadways, including 124 drivers and passengers aged 20 years or less. Young drivers are overrepresented in 2014 multivehicle crashes when comparing age groups, as 61.0 percent of drivers aged 16 to 21 were involved in crashes whereas the statewide average of all drivers was only 54.0 percent. Of particular concern is the involvement of drinking drivers under the age of 21. 13 percent of the driver deaths in the 16 to 20 age group were drinking drivers. This number is down from 19 percent in 2013, but the area is still of concern to the Commonwealth.

Downward trends in young driver statistics can partially be attributed to a law passed in December 1999 that required a mandatory 6-month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflected the limited time 16-year-old drivers used the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Annual Targets

Young driver fatalities, serious injuries, and crashes have declined significantly for the past several years. Success in reducing young driver crashes since 2010 is driving a downward trend in fatalities and major injuries. The trend analysis suggests further reduction in all 3 categories in 2015 and 2016. The fatality trend based on 5-year rolling averages suggests that the "half by 2030" goal established in the SHSP will be exceeded. As a result, the 5-year average targets proposed in Figure 4.25 is more aggressive than what is required to meet the SHSP goal. Instead, the 2015 and 2016 5-year average targets are based on the trend line over the period from 2010 to 2014 and shows an achievable 9 percent decrease from 2014 to 2015 and 9 percent from 2014 to 2015. The same downward trends have been seen for serious injuries and crashes, so a 14 percent decrease in serious injuries between 2014 and 2015 and an 5.5 percent decrease in crashes for the same year are achievable.

Figure 4.27 Young Driver Fatalities
2010-2016

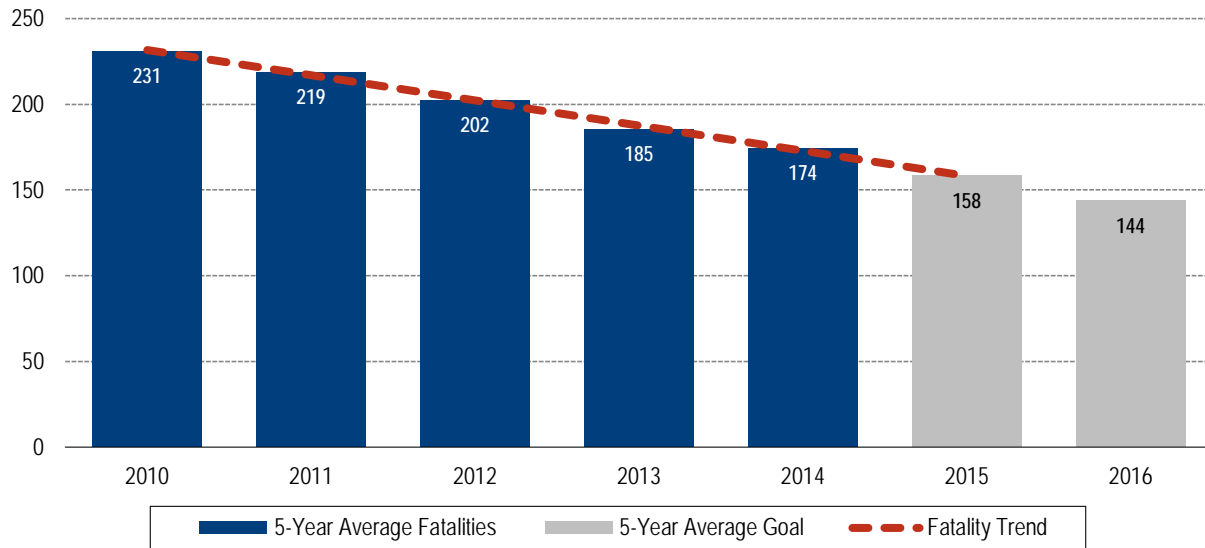


Figure 4.28 Young Driver Serious Injuries
2010-2016

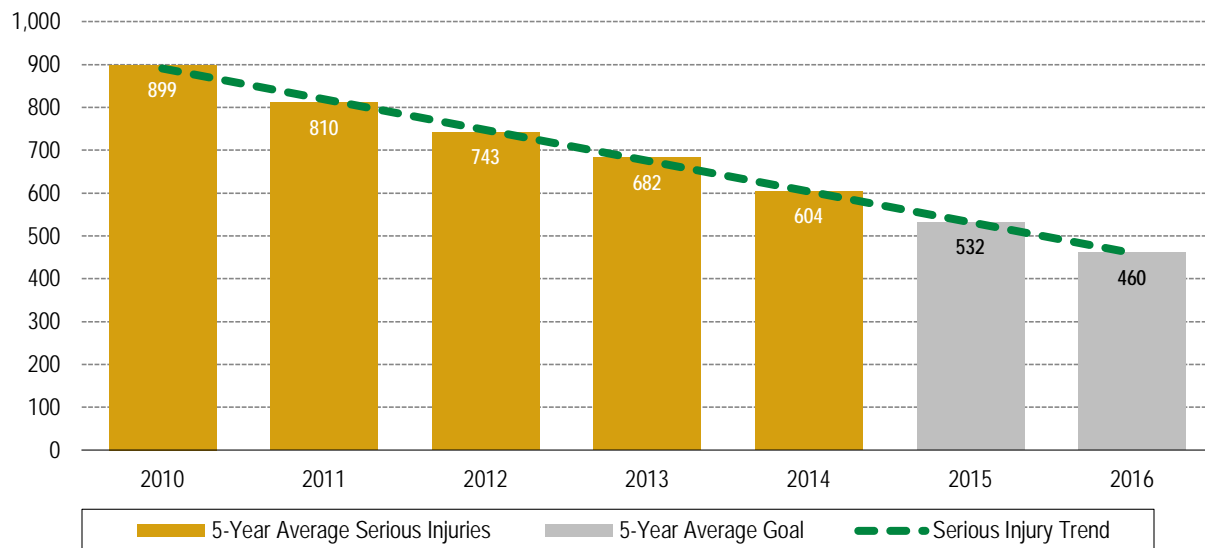
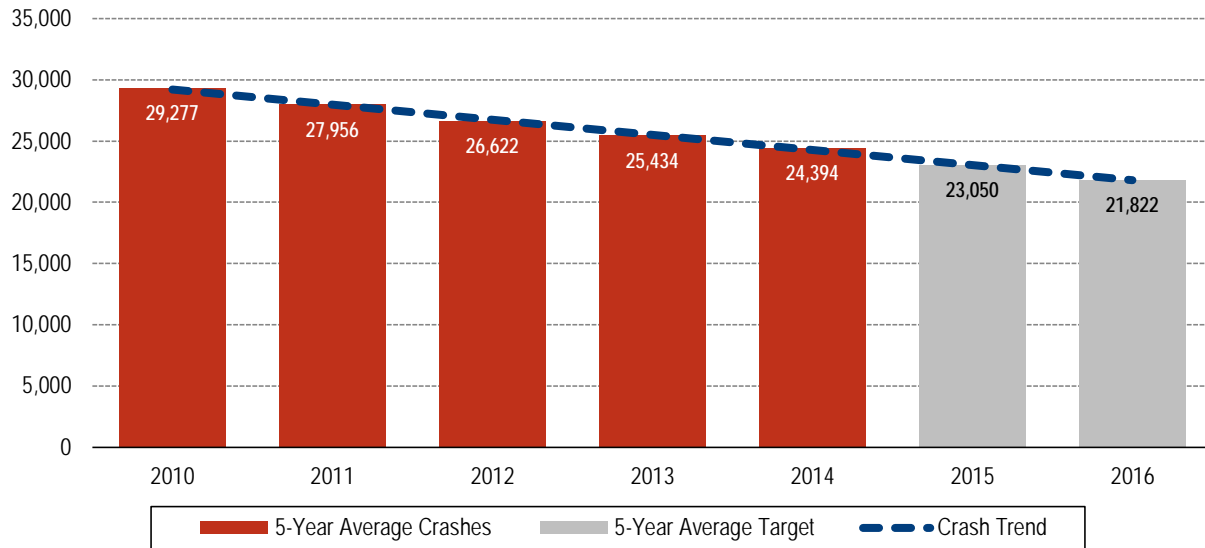


Figure 4.29 Young Driver Crashes
2010-2016



List of Countermeasures (Programs and Projects)

1. Young Driver Education

As evaluations of formal driver education programs to date have found that driver education does not decrease crash rates, new strategies to promote safe driving habits by younger drivers are being explored. Authorized under 23 U.S.C. 402(m), Teen Traffic Safety Programs are structured to implement statewide efforts to improve traffic safety for teen drivers. It is anticipated that using peer-to-peer education and prevention strategies will prove effective over time to address emerging trends.

Additional strategies for younger driver traffic safety will continue to be evaluated for potential effectiveness in reducing crashes involving young drivers.

Evidence of Effectiveness: CTW, Chapter 6: Sections 2.1, 2.2

Project Number: TSP-2016-01-15-00 Federal; TSP-2016-01-00-00 Federal

Project Title: Teen Driver Safety Program

Project Description: During FFY 2014, grant funds were made available for a dedicated Teen Driver Safety Program. The requirements for the funds included an assessment and evaluation of current programs in Pennsylvania targeted to education and awareness of teen driver safety, promoting partnerships and coordination between existing programs and stakeholders, providing “mini-grant” opportunities to high schools, school groups, and community groups for peer-to-peer teen driver education and prevention strategies, and performing educational outreach to parents/caregivers on all aspects of the graduated driver licensing law. The Department plans to provide this grant opportunity again in FFY 16. Specific activities

to be conducted include: parent/caregiver workshops, mini-grants for peer-to-peer programs and development of youth traffic safety summits.

Metric: Conduct 20 parent caregiver workshops

Metric: Conduct 6 Train the Trainer workshops on the “What Do You Consider Lethal?” program

Metric: Provide at least 50 mini-grants, make 8,000 contacts with parents/guardians.

Project Budget: \$200,000.00

Project Number: CP-2016-05-15-00 Federal; CP-2016-05-16-00 Federal

Project Title: School Outreach Evaluation Extension

Project Description: The Children’s Hospital of Philadelphia was awarded grant funds in FFY 2015 to evaluate current crash and other related teen driver data trends and to evaluate current traffic safety school outreach programs delivered as part of the Commonwealth’s Highway Safety Plan. In addition, this review and assessment also will cover additional traffic safety school outreach programming options which may include new technology, curriculum standards, and other enhancements which currently are not included in the Highway Safety Plan. The first year of the project will result in 3 deliverables: an evaluation of the state’s data resources and ability to integrate different data sources to better analyze the teen driver crash problem, the creation of a best practice framework for school programs and an evaluation of the current process and programs used by the HSS and local safety partners, and an analysis of some other available school programs including Cinema Drive. The project has been extended to a second year, in which CHOP is tasked with identifying universal school-based program outcome measures and developing an evaluation protocol for the highway safety office and partners to use.

Metric: Provide a comprehensive work plan to benefit traffic safety professionals with school outreach programs in Pennsylvania.

Project Budget: \$200,000.00

PEDESTRIAN AND BICYCLE SAFETY

Pedestrians

Problem Identification and Analysis

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. An increase in annual fatalities in 2014 has put the 5-year average significantly higher than the SHSP goal. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for around 12 percent.

Annual Targets

Pedestrian fatalities have remained steady over the past several years, but the trend is now increasing. Total crashes also have been relatively constant, decreasing slightly each year since 2010. Serious injuries however have seen minimal increases since 2010 and the trend is predicted to continue in this direction. The 2014 and 2015 5-year average targets are based on the overall SHSP goal for total pedestrian crashes, major injuries, and fatalities. For fatalities, the goal results in an achievable 16 percent decrease from 2014 to 2015 and 3 percent from 2015 to 2016. For total pedestrian crashes, a 3 percent decrease in crashes between 2014 and 2015 has been set. However, a modest 2.5 percent decrease in crashes between 2013 and 2014 has been identified for serious injuries to maintain progress towards achieving the SHSP goal.

Figure 4.30 Pedestrian Fatalities
2010-2016

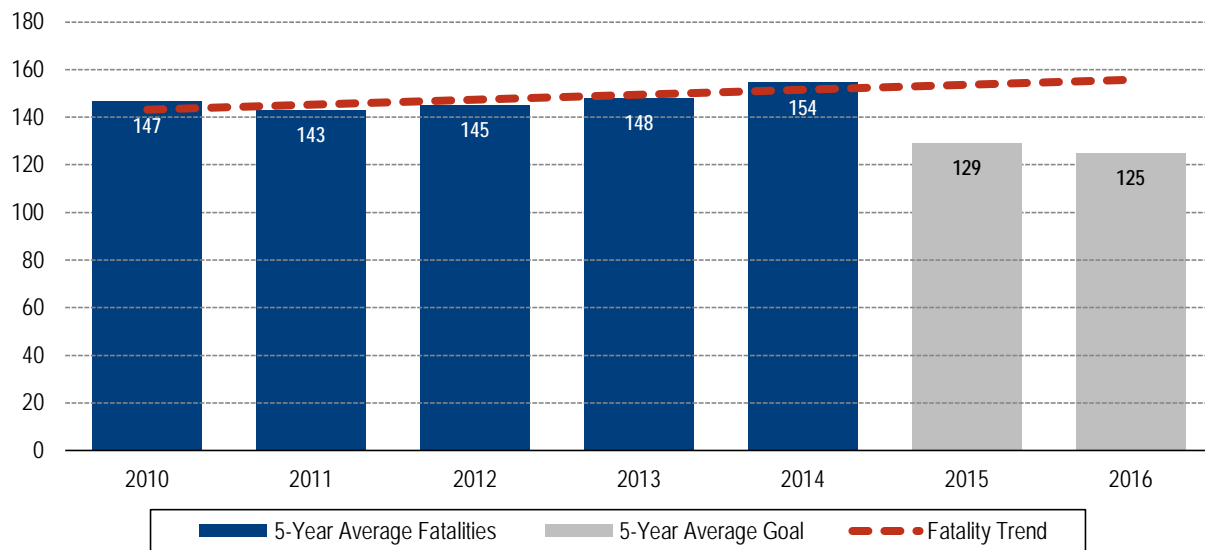


Figure 4.31 Pedestrian Serious Injuries
2010-2016

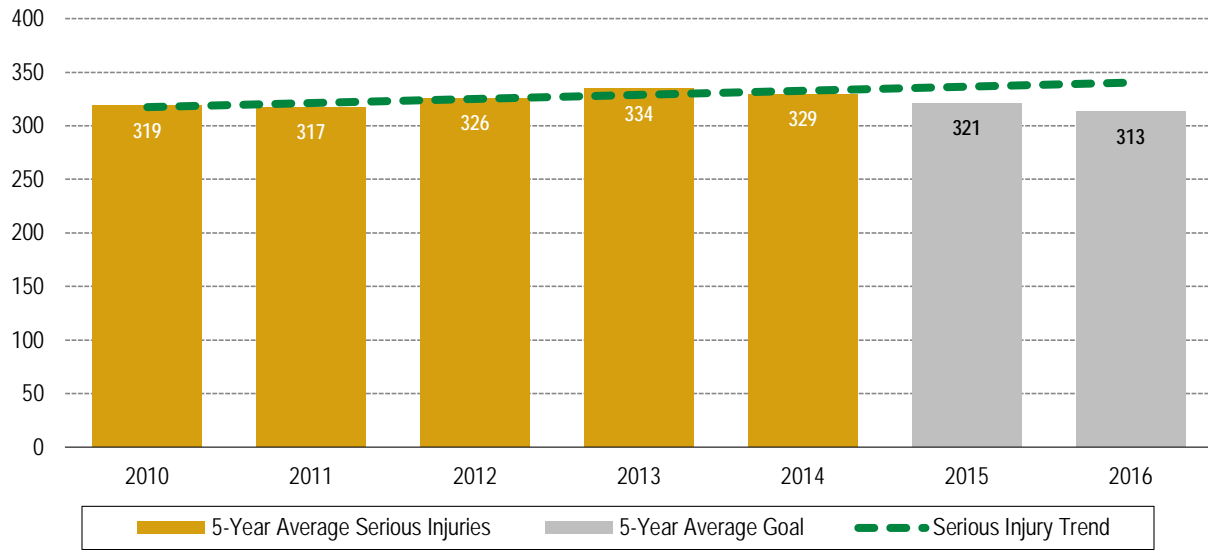
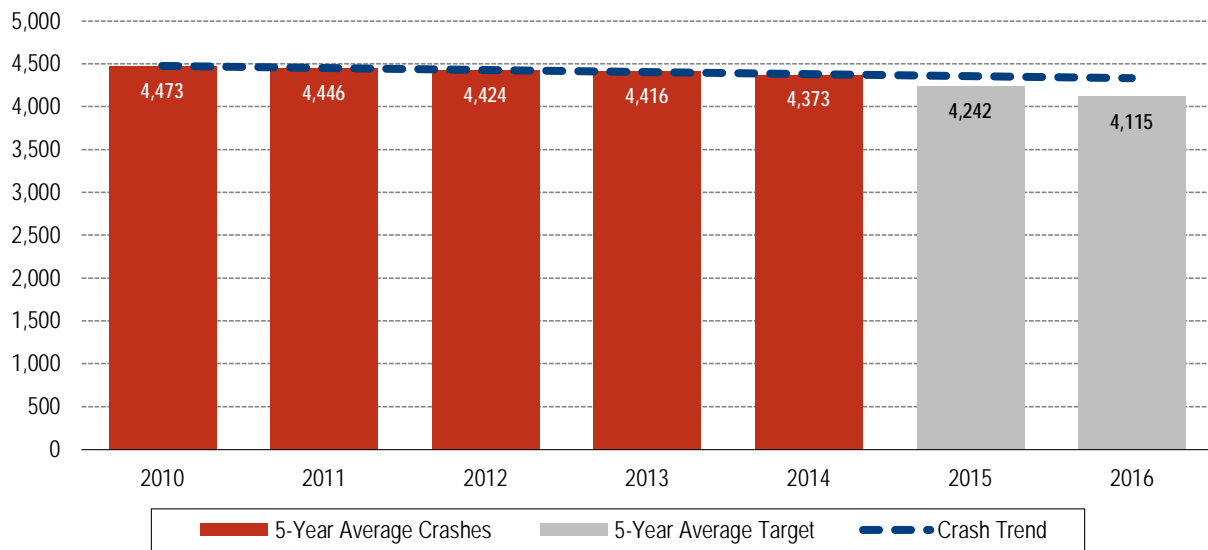


Figure 4.32 Pedestrian Crashes
2010-2016



Bicyclists

Problem Identification and Analysis

Bicycle riders may represent a small portion of the total crash picture in Pennsylvania but are not ignored by PennDOT. The emphasis is on ensuring 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 web site information for teens and adults.

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

Annual Targets

Bicycle fatalities have declined slightly over the past several years, but increased slightly in 2014. Serious injuries and crashes have consistently maintained a downward trend over the same time period. The 2015 and 2016 5-year average fatality targets are based on the SHSP goal, which is slightly more aggressive than the trend line over the period from 2010 to 2014. As a result, the annual fatality target projections from 2014 to 2015 estimate an achievable 10 percent decrease and a 7 percent decrease from 2014 to 2015. The serious injury and total crash targets are based on the 2010-2014 trend line, which suggests a 6 percent decrease in serious injuries between 2013 and 2014 and a 2 percent decrease in crashes for the same year are achievable.

Figure 4.33 Bicycle Fatalities
2010-2016

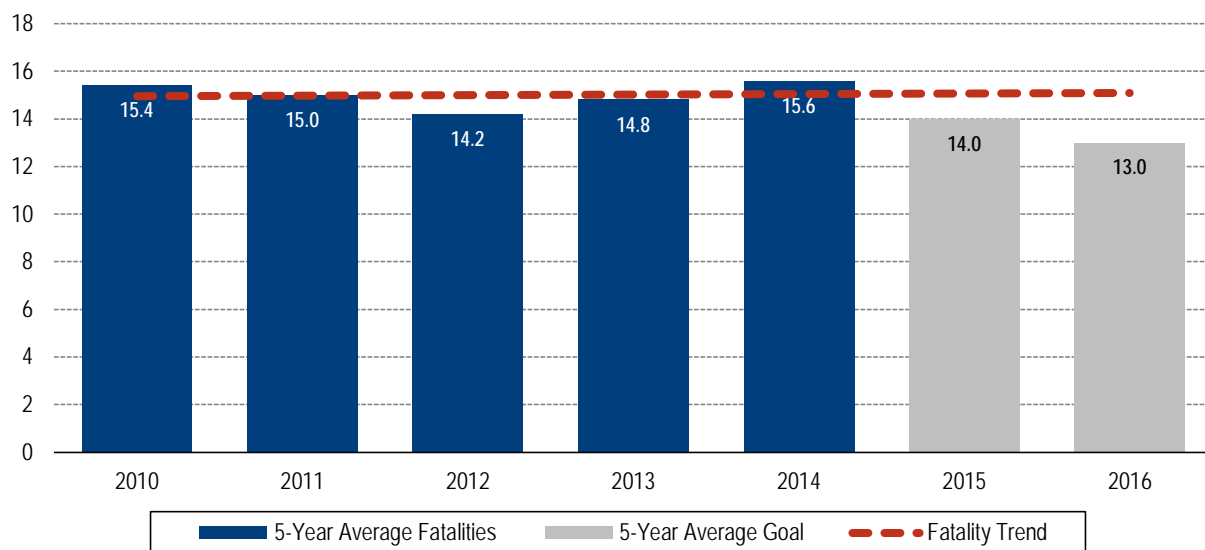


Figure 4.34 Bicycle Serious Injuries
2010-2016

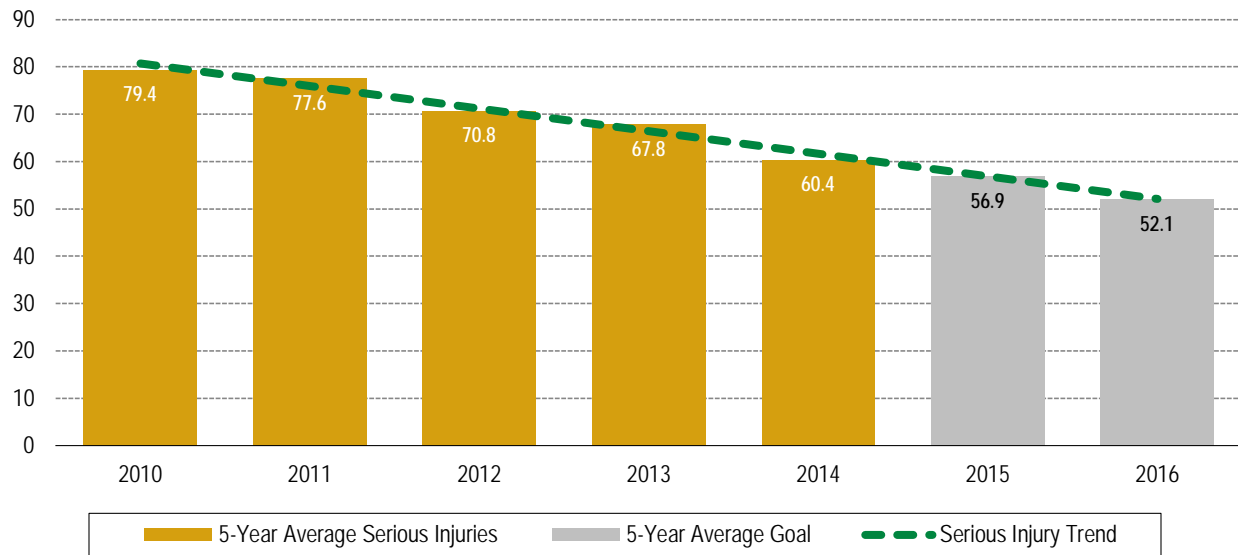
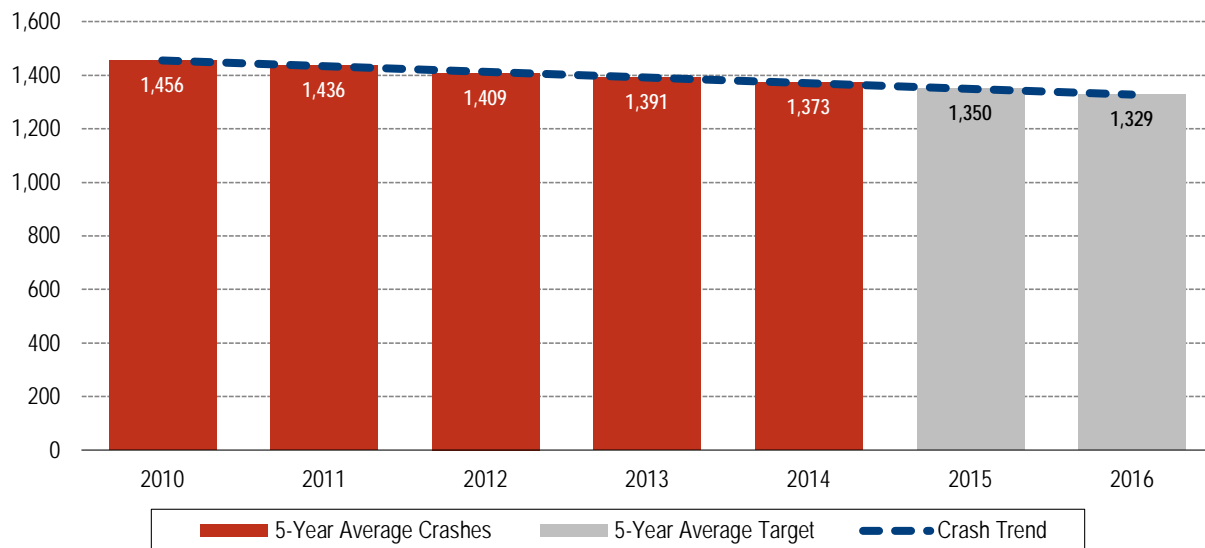


Figure 4.35 Bicycle Crashes
2010-2016



List of Countermeasures (Programs/Projects)

1. All Pedestrians and Bicyclists

Countermeasures for pedestrian and bicycle safety are primarily aimed at improving behaviors of pedestrians, bicyclists, and drivers through education and enforcement measures. Targeted enforcement campaigns focusing on law violations and raising awareness are vital components of a comprehensive approach towards increasing safety. Training engineers and land use planners to incorporate these focus areas into their efforts ensures all transportation system users can travel safely. Countermeasures are tailored to urban and rural locations based on many factors specific to each location.

PennDOT supports a Safe Routes to School Program and maintains a variety of pedestrian and bicycle safety information on its JustDrivePa.org web site. Pedestrian and bicycle safety videos were developed for PennDOT's YouTube channel and are available to the public. Programs for school age child are administered through the Pennsylvania Child Passenger Safety Program and Community Traffic Safety Programs.

Evidence of Effectiveness: CTW, Chapter 8: Sections 2.2, 4.1, 4.3, 4.4, 4.5; Chapter 8: Sections 1.2, 2.2, 3.1, 3.3, 4.1

Project Number: N/A (DTNH22-14-H-00446)

Project Title: Education and Enforcement Efforts in Pedestrian Focus Cities (Philadelphia, Pennsylvania)

Project Description: In 2014, there were 39 pedestrian related fatalities and 78 pedestrian related major injuries in the City of Philadelphia. As the largest urban area in Pennsylvania, these fatalities and injuries represent a significant percentage of the statewide pedestrian crash picture. In an effort to address this focus area, PennDOT responded to a national announcement offering funding in 2013 to deliver education and enforcement strategies in pedestrian focus cities designated by NHTSA and FHWA. Since receiving the award, PennDOT has partnered with the City of Philadelphia's Mayor's Office of Transportation and Utilities to implement the plan. Since October 2014, the program has implemented campaign targeted social media, updated the police pedestrian enforcement training video, bus/bus shelter advertising, created an "It's Road Safety Not Rocket Science" campaign website, offered several trainings and materials at schools and communities near high-crash intersections, and the City's police has provided in-kind enforcement. The Philadelphia Police department has issued 1,525 warnings inside the pedestrian enforcement zones to date. A pre/post, outcome, and intercept evaluation of the program's activity is ongoing and will conclude during the summer of 2016.

Metric: Facilitate and support the pedestrian safety campaign in the City of Philadelphia.

Project Budget: \$125,000.00 Federal; \$100,000.00 State/Local

Project Number: RS-2016-01-00-00 Federal/State

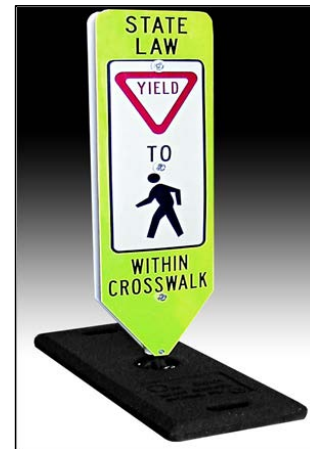
Project Title: Walkable Community Programs

Project Description: PennDOT has deployed numerous low-cost safety improvements at high pedestrian and bicycle crash locations. Properly designed and implemented pedestrian and bicycle improvements have been shown effective in reducing crashes involving pedestrians and bicyclists. Some of the low-cost solutions include road dieting or lane reduction; rectangular rapid flashing beacons; pedestrian countdown signals; and higher-visibility crosswalks for both pedestrians and bicycles. One of the most widely used pedestrian safety countermeasures is the Yield-to-Pedestrian Channelizing Device. The signs are designed to remind motorists to yield the right-of-way within any marked crosswalk or within any unmarked crosswalk at an intersection where there are no traffic controls or traffic controls are not in operation. Since 2001, PennDOT has deployed approximately 10,000 Yield to Pedestrian Channelizing Devices statewide.

Metric: Implement 6 Walkable Communities Programs.

Metric: Distribute 100 Yield-to-Pedestrian Channelizing Devices.

Project Budget: \$500,000.00 Federal; \$115,000.00 State



Project Number: PS-2016-01-00-00 Federal/State

Project Title: Pedestrian Education and Enforcement Program

Project 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.

Metric: Conduct pedestrian enforcement and education programs in two high pedestrian crash municipalities. The Greater Valley Forge Transportation Management Association (King of Prussia, Montgomery County) and State College Borough, Centre County are the two locations submitting proposals for pedestrian HVE.

Project Budget: \$300,000.00 Federal / \$5,000.00 State

COMMERCIAL VEHICLE

Problem Identification and Analysis

On average, commercial motor vehicle (CMV)-related crashes accounted for approximately 14 percent of the total traffic-related fatalities, and 8 percent of the major injuries that occurred on Pennsylvania’s roads in 2014. In conjunction with the Pennsylvania State Police (PSP) and other law enforcement agencies, PennDOT has helped enhance enforcement efforts that target aggressive driving by, and around, heavy trucks. To further help address these behavioral safety concerns, it is critical to reach out to CMV communities, and the driving public to better educate a safer interaction on the roads. Pennsylvania has 1 of the largest trucking industries in the nation with large trucks traveling, approximately, 87.2 million miles annually on state roadways (FHWA, VM-4, 2011).

Annual Targets

Commercial vehicle fatalities and serious injuries have declined steadily over the past several years, while total crashes maintain only a slight downward trend. The 2015 and 2016 5-year average targets are based on the trend line over the period from 2010 to 2014 for annual state crash, major injury, and fatality data and suggests moderate reductions in all 3 categories in 2015 and 2016. For fatalities, the trend line shows an achievable 6 percent decrease from 2014 to 2015 and 3 percent from 2015 to 2016. The same downward trends have been seen for serious injuries, so a 6 percent decrease in serious injuries between 2014 and 2015 has been set and a 3 percent decrease in crashes for the same year are achievable.

Figure 4.36 Commercial Vehicle Fatalities
2010-2016

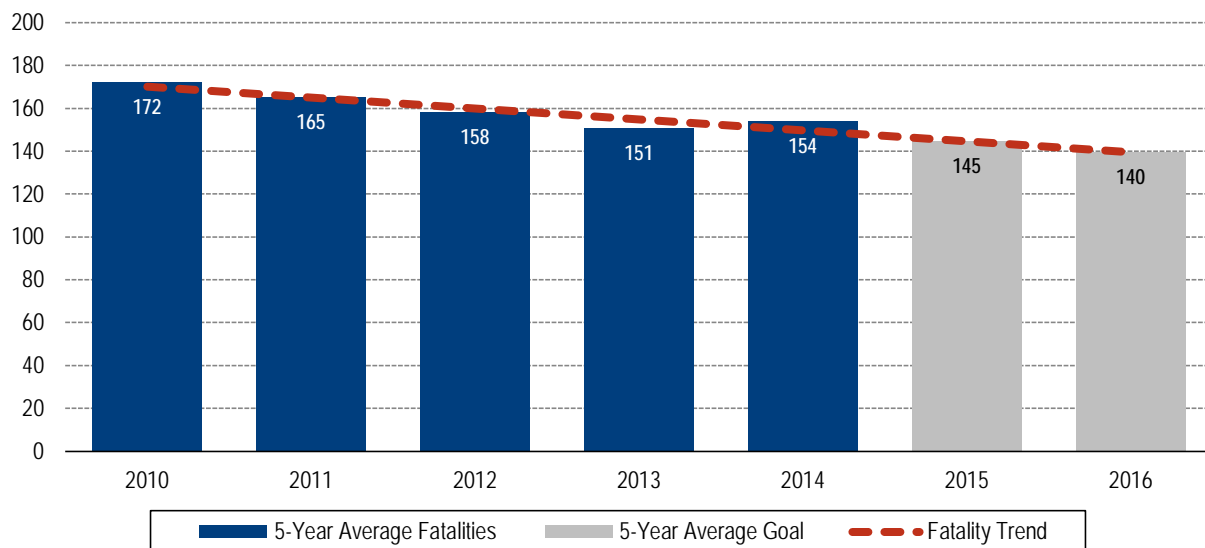


Figure 4.37 Commercial Vehicle Serious Injuries
2010-2016

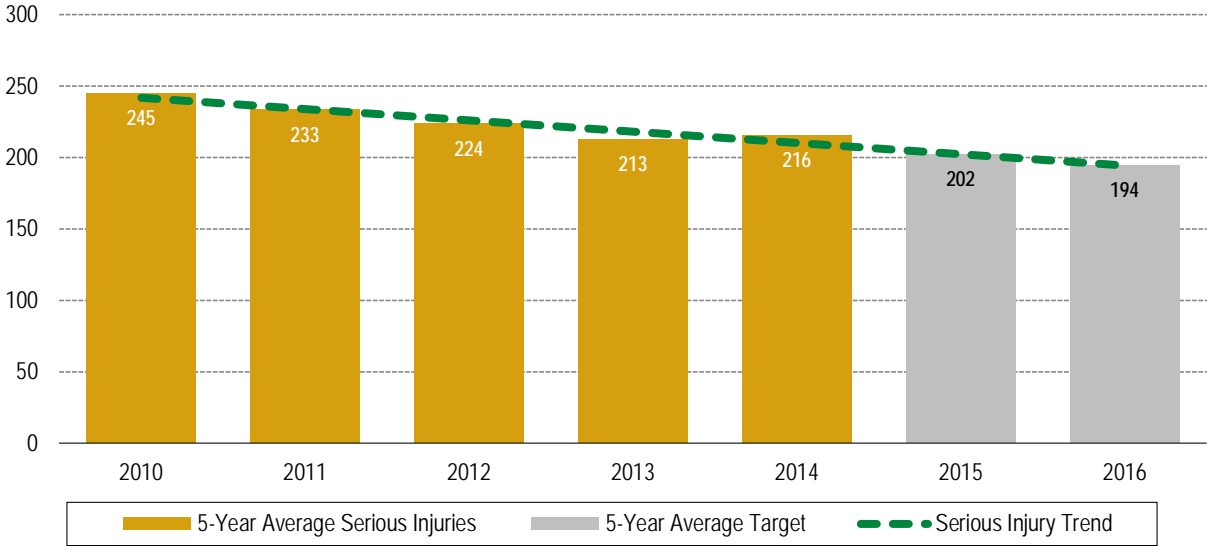
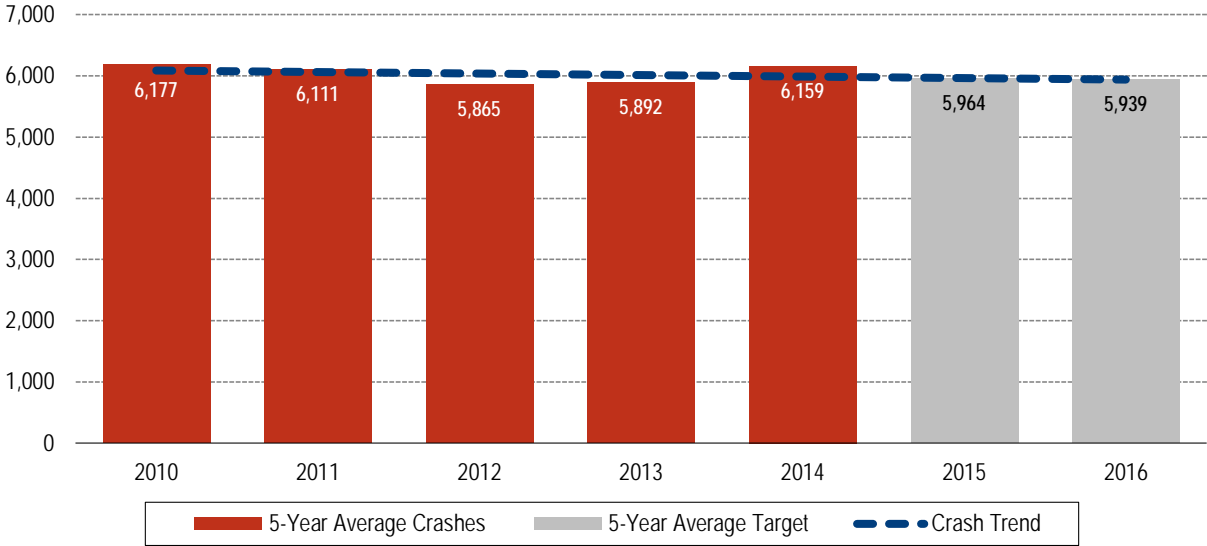


Figure 4.38 Commercial Vehicle Crashes
2010-2016



List of Countermeasures (Programs/Projects)

1. Driver Education and Training

In addition to incorporating commercial motor vehicles into enforcement planning, countermeasures designed to increase awareness of commercial motor vehicle safety issues and to train vehicle operators greatly contribute to increasing overall roadway safety. PennDOT partners with the Pennsylvania Motor Truck Association and coordinates the Pennsylvania Motor Carrier Safety Advisory Committee to establish training programs and activities supporting commercial motor vehicle safety.

Evidence of Effectiveness: HSP Guidelines No. 4, IV

Project Number: DE-2016-01-00-00 Federal

Project Title: Commercial Motor Vehicle Safety Symposium

Project Description: These funds will be dedicated to assisting Pennsylvania's commercial motor vehicle operators, companies, and other relevant transportation entities with safety outreach. Funding will provide support for a statewide Commercial Motor Vehicle Safety Symposium and other pertinent costs to make the symposium/outreach event successful.

Metric: Conduct 1 Commercial Motor Vehicle Safety Symposium.

Project Budget: \$25,000.00 Federal

TRAFFIC SAFETY INFORMATION SYSTEMS

Problem Identification and Analysis

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 goals 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 3 sections. The reports section sorts, categorizes, batches, and prepares paper crash reports from the field and ensures that the reports are scanned into the Crash Report System (CRS). The analysis section uses the CRS validates crash information coming in from paper and electronic police crash reports, checking the incoming data against a set of 400 edits. The information systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) 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 Fiscal Year 2016 to improve the state data system are outlined in the 2016 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and 2 additional projects that were added.

Annual Targets and Performance Measures

The following performance measures have been established by the Traffic Records Coordinating Committee. The measures have been established for the performance areas of completeness, accuracy, and timeliness. 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 presubmittal editing. 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.

Figure 4.39 Completeness Performance Measure

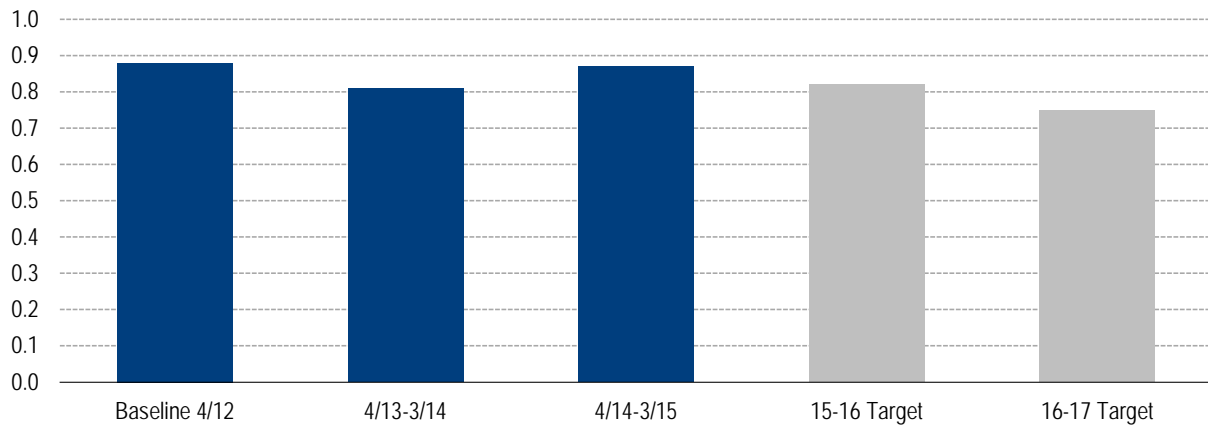


Figure 4.40 Accuracy Performance Measure

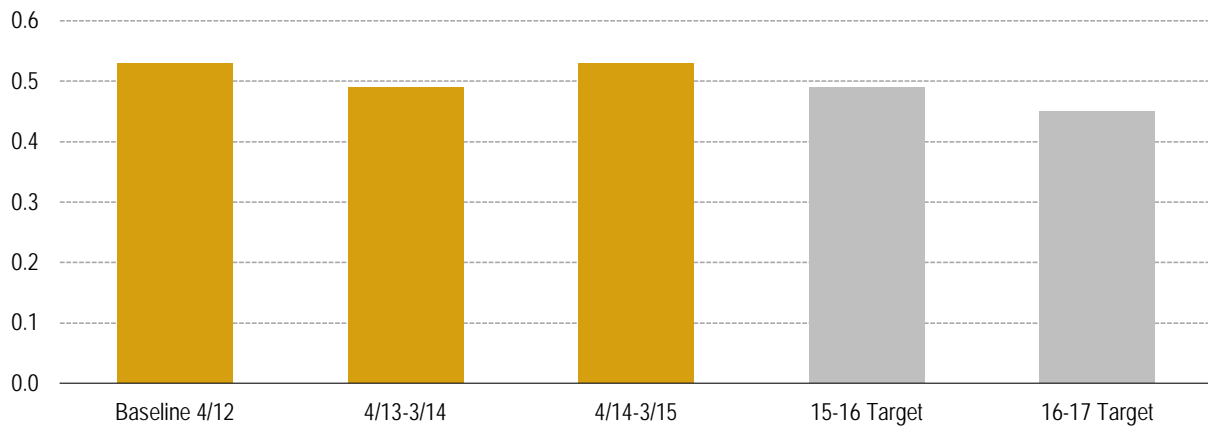
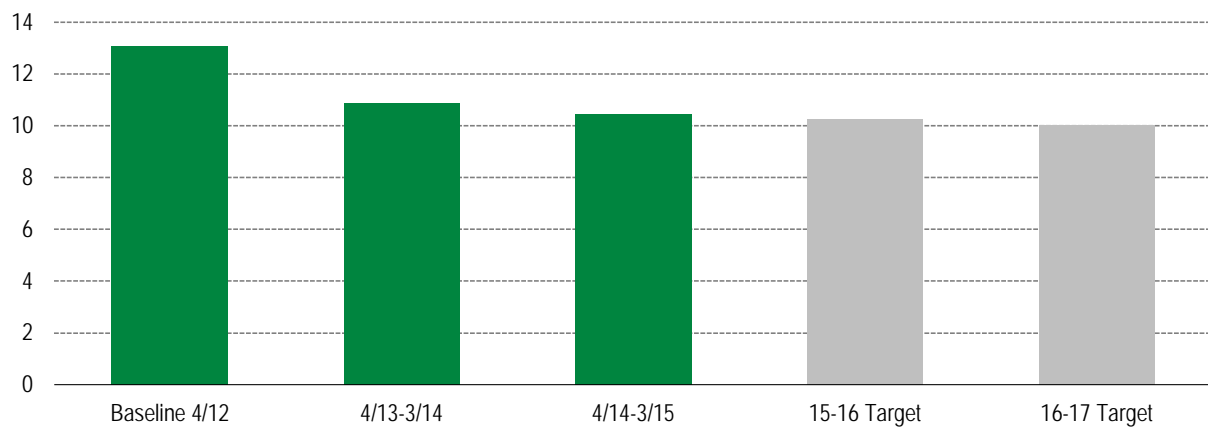


Figure 4.41 Timeliness Performance Measure



List of Countermeasures (Programs/Projects)

Project Number: M3DA-2015-01-15-01 Federal/State; M3DA-2016-01-00-01 Federal/State

Project Title: The City of Philadelphia's Transition to Electronic Crash Reporting

Project Description: The City of Philadelphia has been aware of our need to transition to electronic reporting in order to accommodate transition to the next version of the crash data standard and corresponding changes to the crash report form. A small pilot project using a small unit within the department was undertaken using the Crash Reporting System web site. It was determined that transitioning the entire department would not meet their needs so other options needed to be considered. Budgetary restrictions made developing in-house software unworkable. Multiple recognized and unrecognized vendors were considered, including the recently released version of TraCS that was made available to local law enforcement. The decision was made to pilot the TraCS citation software using a handful of divisions. That pilot project was completed. Philadelphia decided to implement TraCS but needs assistance.

Metric: Transition 100 percent of the police districts in the City of Philadelphia to entirely electronic submission of crash reports during FFY 2016.

Project Budget: \$1,300,000.00 Federal (FFY 2016); \$3,283,712.00 State/Local

Project Number: M3DA-2015-01-14-02 Federal/State

Project Title: Traffic Counters

Project Description: PennDOT Bureau of Planning and Research (BPR) currently has 91 permanent traffic counting devices which collect data 24 hours a day, 7 days a week, 365 days a year. 41 Automatic Traffic Recorders (ATR) only collect volume and speed data, 37 continuous vehicle classification (CAVC) devices collect 13 vehicle classifications and speed data, and 13 weigh-in-motion (WIM) devices collect 13 vehicle classifications, speed data, and vehicle weight data. To make the program more complete and benefit additional departmental areas, the installation of additional CAVC and WIM sites are necessary. The locations of the additional sites have been identified by the PennDOT Safety Management Unit. The vehicle miles traveled (VMT) and speed data from the sites will benefit the crash program. Additionally, the Pennsylvania State Police (PSP) have identified locations for the installation of WIM sites to benefit the additional data needed for truck weight enforcement and commercial vehicle safety.

Metric: Install traffic counters at 5 CAVC/WIM identified locations.

Project Budget: \$700,000.00 Federal

Project Number: M3DA-2015-01-14-03 Federal; M3DA-2016-01-00-02 Federal

Project Title: Crash Reporting Law Enforcement Liaison (LEL)

Project Description: The overall project's goal is designed to assist in Pennsylvania safety strategy to halve fatalities in the next 20 years (starting in 2010) through improving the Crash Record System. The measureable

goal for this project will be to increase the electronic submission of LEA Crash Reports from 92 percent to 100 percent of agencies, including Philadelphia in FFY 2015. The project has the following additional goals:

- 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. 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.
- Decrease the number of errors found in all crash cases to an average of 0.45 errors per case in FFY 2015. 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.
- Improve the completeness of crash statistics to an average of 0.76 missing values per case in FFY 2015. 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. LELs will be assigned to make the regular contact with enforcement agencies in 4 Pennsylvania 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.

Metric: Increase the electronic submission of Law Enforcement Agency crash reports from 92 percent to 100 percent of agencies, including Philadelphia in FFY 2015.

Project Budget: \$745,000.00

Project Number: M3DA-2015-01-15-04 Federal; M3DA-2016-01-00-03 Federal

Project Title: Crash Architecture and Public/Partner Data Interface

Project 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 also are 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 general public an easy way to access useful crash data.

Metric: Provide links to data, querying and mapping capability by September 30, 2014.

Project Budget: \$510,000.00

COMMUNITY TRAFFIC SAFETY PROGRAM

Problem Identification and Analysis

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. Other parts of their annual program are put together by them based on local needs. They are required to conduct education and outreach activities that address all of the Safety Focus areas in this volume 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 by analysis of crash data as the principle basis for programs. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, 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 goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

The initial projections of all Community Traffic Safety Project allocation amounts are based on a five-year average of crashes in the regions historically covered by each project and prior year award amounts. Budgets are finalized through negotiations with leadership from the sponsoring agency and Highway Safety Office Program Managers.

List of Countermeasures (Programs/Projects)

1. Educational and Outreach Programs

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 ages 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.

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; Chapter 9: Sections 1.3, 1.4, 2.2, 3.2, 4.2

Project Number: CP-2016-01-00-00 Federal

Project Title: Community Traffic Safety Program

Project 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.

Metric: Fund 15 to 20 Community Traffic Safety Projects.

Metric: Coordinate 100 educational programs to the public addressing identified priority safety focus areas specific to geographic areas.

Metric: Contact 100 percent (estimated 550 total) of the Magisterial District Judges in Pennsylvania by September 30, 2016.

Metric: Coordinate 6 regional Law Enforcement Seminars/Trainings by September 30, 2016.

Metric: Coordinate in regional (number TBD) and 1 statewide Teen Safe Driving Competition in partnership with the Pennsylvania Motor Truck Association.

Project Budget: \$2,289,000.00 Federal

COMMUNICATIONS AND MEDIA

Communications Office

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 go through the press office. The office also is responsible for PSA recordings, interview opportunities, and press conferences. Communications staff tracks earned media activities like media events and outreach meetings and issues a statewide report. PennDOT maintains a Twitter account, @PennDOTNews, a PennDOT Facebook account and a YouTube channel that includes many safety videos and our media buy videos.

The Press Office will be using State funds for paid advertising as a part of the highway safety program. Paid media campaigns are coordinated and implemented by press office staff, who ensure that each campaign has a consistent "brand identity" in all messaging. Media buys are conducted to complement Federal efforts due to budget restraints limiting the number of buys possible throughout the year. Our press releases, electronic messaging and talking points/interviews use the enforcement messaging (CIOT, etc.) while Pennsylvania has established its own brand and year-round recognition through Just Drive Pennsylvania. Designs, slogans and media budget uses have to be approved by the Governor's Press Office before proceeding. Paid media will be purchased for the following events:

"Just Drive – Safe and Sober": Labor Day and Independence Day DUI enforcement crackdowns

On-line advertising, radio, and lifestyle advertising at convenience stores/gas stations. Will target the male age 21 to 54 demographic, which has been identified through the court reporting network (CRN) data as major contributors to the DUI problem.

"Just Buckle Up – A Click Can Save Your Life": May CIOT mobilization

Radio messages, on-line ads, and gas/convenience store advertising. Will target males 18 to 54, nighttime drivers, and pickup truck drivers, which are the groups least likely wear seat belts. This campaign will be in addition to CIOT branded messaging that will be used for per NHTSA requirements. There also will be CIOT videos shown in Pittsburgh and Philadelphia high schools. The videos can be viewed at <http://www.youtube.com/pennsylvaniaDOT>.

"Just Drive – Distractions Can Wait": National Distracted Driving Awareness Month, April 2017

On-line and radio advertising will be deployed, including reminders of Pennsylvania's no-texting-while-driving law. Governor Tom Corbett is featured in 2 anti-distracted driving videos that will be used in this campaign.

The Press Office also will prepare a Safety Communications Plan for FFY 2016 to aid grantees and partners in establishing earned media plans throughout the fiscal year.

List of Countermeasures (Programs/Projects)

Project Number: CP-2015-03-14-00 Federal; CP-2016-03-00-00 Federal/State

Project Title: Public Information and Education

Project 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. Development is done by an outside contractor.

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.

The program is a cooperative effort among the Pennsylvania Departments of Transportation, Health and Aging; the Pennsylvania State Police, the Pennsylvania Turnpike Commission and First Responders and local law enforcement.

Project Budget: \$99,000 (\$50,000 Federal; \$49,000 State)

PLANNING AND ADMINISTRATION

Problem Identification and Analysis

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.

List of Countermeasures (Programs/Projects)

Project Number: PA-2015-01-14-00 Federal; PA-2016-01-00-00 Federal

Project Title: Planning and Administration

Project Description: The Program Services Unit is responsible for planning and implementing Pennsylvania's Highway Safety Program. The 2015 Highway Safety Plan identifies the program areas of NHTSA and FHWA.

The objectives of this project cannot be measured in quantifiable terms related to other projects which can reflect a measure of accomplishment; however, the objectives of this project do provide for the planning and administration which are efforts readily identifiable and directly attributable to the overall development and management of the Commonwealth's Highway Safety Plan.

The functions covered encompass, wholly or partially, elements applicable to planning, coordination, financial aspects, and general administration of the entire HSP (NHTSA) and other areas related to the highways safety process.

Administrative activities are performed in a competent and effective manner to insure compliance with all aspects of problem identification, evaluation monitoring, and legislation to provide methods and procedures which allow an effective approach to reducing traffic crashes and deaths.

Metric: Implement 90 statewide and local projects addressing highway safety during FFY 2015.

Metric: Perform approximately 100 site evaluations and 50 fiscal audits of highway safety projects by September 30, 2015.

Metric: Prepare Annual Report submission to NHTSA no later than December 31, 2014.

Metric: Prepare Highway Safety Plan and 405 applications for submission to NHTSA no later than July 1, 2015.

Project Budget: \$780,000 (\$390,000 Federal; \$390,000 State)

Project Number: CP-2015-04-14-00 Federal; CP-2016-04-00-00 Federal

Project Title: Grant Program Training Needs

Project Description: The Program Services Unit established this project to address training needs necessary to support the objectives of the Highway Safety Plan which are not otherwise included in established projects. This agreement also provides funding for trainings needs for the PennDOT District Safety Press Officers.

Training modules will include, but are not limited to:

- dotGrants electronic grants management system;
- Fall Outreach Coordination Workshop;
- Annual Traffic Safety Grantee Workshop; and
- DUI Court Coordinator Training (NHTSA).

Metric: Conduct 1 planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators by November 28, 2014.

Metric: Conduct 1 planning and training workshop for PennDOT grantees, partners by March 31, 2015.

Project Budget: \$30,000 Federal



Cost Summary

5. Cost Summary

As required under 23 CFR §1200.11(e), program areas and projects to be funded in this plan are summarized in this section.

This information has been generated for planning purposes and does not reflect approved grant projects and awarded funds. Final project and budget approval will be determined during the annual grant selection cycle to be completed prior to October 1, 2014. Revisions to this information will be submitted in accordance with 23 CFR §1200.11(e), Appendix B.

FUND BALANCES

Fund balances in this plan are calculated based on prior-year uncommitted funding and projected new Federal funds. State funds are estimated and will be adjusted upon approval of the new state fiscal year budget and through routine planning.

UNCOMMITTED FUNDS

Funds identified as uncommitted in this plan are available for final project negotiations and during future planning efforts pending the conditions of 23 CFR §1200.41(b)(1).

UNEXPENDED PRIOR-YEAR BALANCES

Funds identified during annual fiscal year close-out will be carried forward in accordance with 23 CFR §1200.41(b)(3).

Federal Fiscal Year 2016 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Previous Balance	Federally Funded Programs Increase/ (Decrease)	Current Balance	Total Federal Funds	Federal Share to Local
AL-2016-01-00-00	AL-2016-01-15-00	Reducing DUI Recidivism	20.600	\$0.00	\$0.00	\$21,359.04	\$21,359.04	\$100,000.00	\$0.00
	AL-2016-01-16-00		20.600	\$0.00	\$0.00	\$78,640.96	\$78,640.96		\$0.00
CP-2016-00-00-00	CP-2016-00-00-00	Uncommitted S.402	20.600	\$0.00	\$0.00	\$719,422.56	\$719,422.56	\$719,422.56	\$0.00
CP-2016-01-00-00	CP-2016-01-15-01	CTSP-2016-Allegheny County	20.600	\$0.00	\$0.00	\$32,038.56	\$32,038.56	\$150,000.00	\$150,000.00
	CP-2016-01-16-01		20.600	\$0.00	\$0.00	\$117,961.44	\$117,961.44		
	CP-2016-01-15-02	CTSP-2016-Bethlehem City	20.600	\$0.00	\$0.00	\$15,376.51	\$15,376.51	\$72,000.00	\$72,000.00
	CP-2016-01-16-02		20.600	\$0.00	\$0.00	\$56,621.49	\$56,621.49		
	CP-2016-01-15-03	CTSP-2016-Bucks County	20.600	\$0.00	\$0.00	\$18,155.18	\$18,155.18	\$85,000.00	\$85,000.00
	CP-2016-01-16-03		20.600	\$0.00	\$0.00	\$66,844.82	\$66,844.82		
	CP-2016-01-15-04	CTSP-2016-Cambria County	20.600	\$0.00	\$0.00	\$18,582.36	\$18,582.36	\$86,999.97	\$86,999.97
	CP-2016-01-16-04		20.600	\$0.00	\$0.00	\$68,417.61	\$68,417.61		
	CP-2016-01-15-05	CTSP-2016-Chester County	20.600	\$0.00	\$0.00	\$22,854.17	\$22,854.17	\$107,000.00	\$107,000.00
	CP-2016-01-16-05		20.600	\$0.00	\$0.00	\$84,145.83	\$84,145.83		
	CP-2016-01-15-06	CTSP-2016-Cumberland County	20.600	\$0.00	\$0.00	\$30,970.61	\$30,970.61	\$145,000.00	\$145,000.00
	CP-2016-01-16-06		20.600	\$0.00	\$0.00	\$114,029.39	\$114,029.39		
	CP-2016-01-15-07	CTSP-2016-Delaware County	20.600	\$0.00	\$0.00	\$14,524.15	\$14,524.15	\$68,000.00	\$68,000.00
	CP-2016-01-16-07		20.600	\$0.00	\$0.00	\$53,475.85	\$53,475.85		
	CP-2016-01-15-08	CTSP-2016-Erie County	20.600	\$0.00	\$0.00	\$26,058.03	\$26,058.03	\$122,000.00	\$122,000.00
	CP-2016-01-16-08		20.600	\$0.00	\$0.00	\$95,941.97	\$95,941.97		
	CP-2016-01-15-09	CTSP-2016-Frankville Borough	20.600	\$0.00	\$0.00	\$42,718.08	\$42,718.08	\$200,000.00	\$200,000.00
	CP-2016-01-16-09		20.600	\$0.00	\$0.00	\$157,281.92	\$157,281.92		
	CP-2016-01-15-10	CTSP-2016-Indiana University	20.600	\$0.00	\$0.00	\$26,698.80	\$26,698.80	\$125,000.00	\$125,000.00
	CP-2016-01-16-10		20.600	\$0.00	\$0.00	\$98,301.20	\$98,301.20		
	CP-2016-01-15-11	CTSP-2016-Lackawanna County	20.600	\$0.00	\$0.00	\$10,679.52	\$10,679.52	\$50,000.00	\$50,000.00
	CP-2016-01-16-11		20.600	\$0.00	\$0.00	\$39,320.48	\$39,320.48		
	CP-2016-01-15-12	CTSP-2016-Luzerne County	20.600	\$0.00	\$0.00	\$18,155.18	\$18,155.18	\$85,000.00	\$85,000.00
	CP-2016-01-16-12		20.600	\$0.00	\$0.00	\$66,844.82	\$66,844.82		
	CP-2016-01-15-13	CTSP-2016-Lycoming County	20.600	\$0.00	\$0.00	\$17,087.23	\$17,087.23	\$90,000.00	\$90,000.00
	CP-2016-01-16-13		20.600	\$0.00	\$0.00	\$70,776.86	\$70,776.86		
	CP-2016-01-15-14	CTSP-2016-Northumberland County	20.600	\$0.00	\$0.00	\$17,087.23	\$17,087.23	\$80,000.00	\$80,000.00
	CP-2016-01-16-14		20.600	\$0.00	\$0.00	\$62,912.77	\$62,912.77		
	CP-2016-01-15-15	CTSP-2016-Philadelphia County	20.600	\$0.00	\$0.00	\$74,756.64	\$74,756.64	\$360,000.00	\$360,000.00
	CP-2016-01-16-15		20.600	\$0.00	\$0.00	\$275,243.36	\$275,243.36		
	CP-2016-01-15-16	CTSP-2016-Spring Township	20.600	\$0.00	\$0.00	\$16,660.05	\$16,660.05	\$78,000.00	\$78,000.00
	CP-2016-01-16-16		20.600	\$0.00	\$0.00	\$61,339.95	\$61,339.95		
	CP-2016-01-15-17	CTSP-2016-Washington City	20.600	\$0.00	\$0.00	\$30,970.61	\$30,970.61	\$145,000.00	\$145,000.00
	CP-2016-01-16-17		20.600	\$0.00	\$0.00	\$114,029.39	\$114,029.39		
	CP-2016-01-15-18	CTSP-2016-York County	20.600	\$0.00	\$0.00	\$53,397.60	\$53,397.60	\$250,000.00	\$250,000.00
	CP-2016-01-16-18		20.600	\$0.00	\$0.00	\$196,602.40	\$196,602.40		
CP-2016-02-00-00	CP-2016-02-15-00	Child Passenger Safety Coordination	20.600	\$0.00	\$0.00	\$198,267.42	\$198,267.42	\$928,260.00	\$0.00
	CP-2016-02-16-00		20.600	\$0.00	\$0.00	\$729,992.58	\$729,992.58		
CP-2016-03-00-00	CP-2016-03-15-00	Public Information & Education	20.600	\$0.00	\$0.00	\$10,679.52	\$10,679.52	\$50,000.00	\$0.00
	CP-2016-03-16-00		20.600	\$0.00	\$0.00	\$39,320.48	\$39,320.48		
CP-2016-04-00-00	CP-2016-04-15-00	Grant Program Training Needs	20.600	\$0.00	\$0.00	\$6,407.71	\$6,407.71	\$30,000.00	\$0.00
CP-2016-05-00-00	CP-2016-05-15-00	Teen Outreach Evaluation	20.600	\$0.00	\$0.00	\$23,592.29	\$23,592.29	\$200,000.00	\$0.00
DE-2016-01-00-00	DE-2016-01-15-00	CMV Edu Outreach Seminar	20.600	\$0.00	\$0.00	\$42,718.08	\$42,718.08	\$25,000.00	\$0.00
	DE-2016-01-16-00		20.600	\$0.00	\$0.00	\$157,281.92	\$157,281.92		
DL-2016-01-00-00	DL-2016-01-15-00	Mature Driver Safety Program	20.600	\$0.00	\$0.00	\$19,660.24	\$19,660.24	\$25,000.00	\$0.00
	DL-2016-01-16-00		20.600	\$0.00	\$0.00	\$42,718.08	\$42,718.08	\$200,000.00	\$0.00
	DL-2016-01-16-00		20.600	\$0.00	\$0.00	\$157,281.92	\$157,281.92		

Federal Fiscal Year 2016 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/ (Decrease)		
OP-2016-01-00-00	OP-2016-01-15-00	PA State Police Occupant Protection	20.600	\$0.00	\$13,883.38	\$13,883.38	\$65,000.00	\$0.00
	OP-2016-01-16-00		20.600	\$0.00	\$51,116.62	\$51,116.62		\$0.00
	OP-2016-02-15-00	CPS Program Efforts	20.600	\$0.00	\$6,834.89	\$6,834.89	\$32,000.00	\$0.00
PA-2016-01-00-00	OP-2016-02-16-00	Planning & Administration	20.600	\$0.00	\$25,165.11	\$25,165.11	\$390,000.00	\$0.00
	PA-2016-01-15-00		20.600	\$0.00	\$83,300.25	\$83,300.25		\$0.00
	PA-2016-01-16-00		20.600	\$0.00	\$306,699.75	\$306,699.75		\$0.00
PS-2016-01-00-00	PS-2016-01-15-00	Pedestrian Safety Program	20.600	\$0.00	\$64,077.12	\$64,077.12	\$300,000.00	\$300,000.00
	PS-2016-01-16-00		20.600	\$0.00	\$235,922.88	\$235,922.88		\$0.00
	PT-2016-01-15-00	PA State Police Police Traffic Services	20.600	\$0.00	\$416,501.27	\$416,501.27	\$1,950,000.00	\$0.00
PT-2016-01-00-00	PT-2016-01-16-00		20.600	\$0.00	\$1,533,498.73	\$1,533,498.73		\$0.00
	PT-2016-02-15-00	Municipal Aggressive Driving Enforcement & Education	20.600	\$0.00	\$352,424.15	\$352,424.15	\$1,650,000.00	\$1,650,000.00
	PT-2016-02-16-00	Dept. Ed Institute for Law Enforcement Training (402)	20.600	\$0.00	\$1,297,575.85	\$1,297,575.85		\$0.00
PT-2016-03-00-00	PT-2016-03-15-00		20.600	\$0.00	\$39,514.22	\$39,514.22	\$185,000.00	\$0.00
	PT-2016-03-16-00		20.600	\$0.00	\$145,485.78	\$145,485.78		\$0.00
	PT-2016-04-15-01	Police Traffic Services - Philadelphia	20.600	\$0.00	\$42,718.08	\$42,718.08	\$200,000.00	\$200,000.00
RS-2016-01-00-00	PT-2016-04-16-01		20.600	\$0.00	\$157,281.92	\$157,281.92		\$0.00
	PT-2016-04-15-02	Police Traffic Services - Pittsburgh	20.600	\$0.00	\$10,679.52	\$10,679.52	\$50,000.00	\$50,000.00
	PT-2016-04-16-02		20.600	\$0.00	\$39,320.48	\$39,320.48		\$0.00
TSP-2016-01-00-00	RS-2016-01-15-00	Walkable Communities	20.600	\$0.00	\$106,795.20	\$106,795.20	\$500,000.00	\$0.00
	RS-2016-01-16-00		20.600	\$0.00	\$393,204.80	\$393,204.80		\$0.00
	TSP-2016-01-15-00	Teen Driver Safety Program	20.600	\$0.00	\$42,718.08	\$42,718.08	\$200,000.00	\$0.00
	TSP-2016-01-16-00		20.600	\$0.00	\$157,281.92	\$157,281.92		\$0.00
Subtotal CFDA #20.600 (\$402)				\$0.00	\$10,063,682.53	\$10,063,682.53	\$10,063,682.53	\$4,488,999.97
M2HVE-2016-00-00-00	M2HVE-2016-00-00-00	Uncommitted S.405b	20.616	\$0.00	\$124,871.74	\$124,871.74	\$124,871.74	\$0.00
	M2HVE-2016-01-15-00	PA State Police - Occupant Protection Enf.	20.616	\$0.00	\$610,340.65	\$610,340.65	\$1,500,000.00	\$0.00
	M2HVE-2016-01-16-00	& Edu. Program	20.616	\$0.00	\$889,659.35	\$889,659.35		\$0.00
M2HVE-2016-02-00-00	M2HVE-2016-02-15-00	Occupant Protection Enforcement & Education Program (local)	20.616	\$0.00	\$777,167.10	\$777,167.10	\$1,910,000.00	\$1,910,000.00
	M2HVE-2016-02-16-00		20.616	\$0.00	\$1,132,832.90	\$1,132,832.90		\$0.00
	M2HVE-2016-03-15-01	Police Traffic Services - Philadelphia	20.616	\$0.00	\$20,344.69	\$20,344.69	\$50,000.00	\$50,000.00
M2HVE-2016-03-00-00	M2HVE-2016-03-16-01		20.616	\$0.00	\$29,655.31	\$29,655.31		\$0.00
	M2HVE-2016-03-15-02	Police Traffic Services - Pittsburgh	20.616	\$0.00	\$16,275.75	\$16,275.75	\$40,000.00	\$40,000.00
	M2HVE-2016-03-16-02		20.616	\$0.00	\$23,724.25	\$23,724.25		\$0.00
Subtotal CFDA #20.616 (\$405b)				\$0.00	\$3,624,871.74	\$3,624,871.74	\$3,624,871.74	\$2,000,000.00
M3DA-2016-00-00-00	M3DA-2016-00-00-00	Uncommitted S.405c	20.616	\$0.00	\$2,144,840.40	\$2,144,840.40	\$2,144,840.40	\$0.00
	M3DA-2016-01-14-01	Philadelphia Electronic Crash Reporting	20.616	\$0.00	\$884,821.12	\$884,821.12	\$1,300,000.00	\$0.00
	M3DA-2016-01-15-01		20.616	\$0.00	\$415,178.88	\$415,178.88		\$0.00
M3DA-2016-01-00-00	M3DA-2016-01-14-02	Crash Reporting Law Enforcement Liaisons	20.616	\$0.00	\$507,070.57	\$507,070.57	\$745,000.00	\$0.00
	M3DA-2016-01-15-02		20.616	\$0.00	\$237,929.43	\$237,929.43		\$0.00
	M3DA-2016-01-14-03	Crash Architecture and Public/Partner Data Interface	20.616	\$0.00	\$347,122.13	\$347,122.13	\$510,000.00	\$0.00
	M3DA-2016-01-15-03		20.616	\$0.00	\$162,877.87	\$162,877.87		\$0.00
Subtotal CFDA #20.616 (\$405c)				\$0.00	\$4,699,840.40	\$4,699,840.40	\$4,699,840.40	\$0.00

Federal Fiscal Year 2016 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Federally Funded Programs		Total Federal Funds	Federal Share to Local
					Previous Balance	Increase/ (Decrease)		
M5X-2016-00-00-00	M5X-2016-00-00-00	Uncommitted S.405d	20.616	\$0.00	\$0.00	\$196,072.65	\$196,072.65	\$0.00
M5HVE-2016-01-00-00	M5HVE-2016-01-15-00	PA State Police - Impaired Driving Program	20.616	\$0.00	\$395,986.33	\$395,986.33	\$2,115,000.00	\$0.00
M5HVE-2016-01-16-00	M5HVE-2016-01-16-00		20.616	\$0.00	\$1,719,013.67	\$1,719,013.67	\$50,000.00	\$50,000.00
M5HVE-2016-02-15-01	M5HVE-2016-02-15-01	DP-2016-Abington Twp	20.616	\$0.00	\$9,361.38	\$9,361.38	\$15,000.00	\$15,000.00
M5HVE-2016-02-16-01	M5HVE-2016-02-16-01	DP-2016-Allentown City	20.616	\$0.00	\$2,808.41	\$2,808.41	\$45,000.00	\$45,000.00
M5HVE-2016-02-16-02	M5HVE-2016-02-16-02	DP-2016-Baldwin Boro	20.616	\$0.00	\$12,191.59	\$12,191.59	\$40,000.00	\$40,000.00
M5HVE-2016-02-16-03	M5HVE-2016-02-16-03	DP-2016-Bethlehem City	20.616	\$0.00	\$36,574.76	\$36,574.76	\$45,000.00	\$45,000.00
M5HVE-2016-02-16-04	M5HVE-2016-02-16-04	DP-2016-Bethlehem Twp	20.616	\$0.00	\$32,510.90	\$32,510.90	\$40,000.00	\$40,000.00
M5HVE-2016-02-15-05	M5HVE-2016-02-15-05	DP-2016-Blair Co	20.616	\$0.00	\$7,489.10	\$7,489.10	\$15,000.00	\$15,000.00
M5HVE-2016-02-15-06	M5HVE-2016-02-15-06	DP-2016-Bucks Co	20.616	\$0.00	\$16,850.48	\$16,850.48	\$40,000.00	\$40,000.00
M5HVE-2016-02-15-07	M5HVE-2016-02-15-07	DP-2016-Butler Co	20.616	\$0.00	\$73,149.52	\$73,149.52	\$90,000.00	\$90,000.00
M5HVE-2016-02-15-08	M5HVE-2016-02-15-08	DP-2016-Cambria Co	20.616	\$0.00	\$4,680.69	\$4,680.69	\$25,000.00	\$25,000.00
M5HVE-2016-02-15-09	M5HVE-2016-02-15-09	DP-2016-Cambridge Springs Boro	20.616	\$0.00	\$20,319.31	\$20,319.31	\$40,000.00	\$40,000.00
M5HVE-2016-02-16-10	M5HVE-2016-02-16-10	DP-2016-Chester Co	20.616	\$0.00	\$32,510.90	\$32,510.90	\$40,000.00	\$40,000.00
M5HVE-2016-02-16-11	M5HVE-2016-02-16-11	DP-2016-Chester Co	20.616	\$0.00	\$4,680.69	\$4,680.69	\$25,000.00	\$25,000.00
M5HVE-2016-02-15-12	M5HVE-2016-02-15-12	DP-2016-Chester Co	20.616	\$0.00	\$20,319.31	\$20,319.31	\$70,000.00	\$70,000.00
M5HVE-2016-02-16-12	M5HVE-2016-02-16-12	DP-2016-Chester Co	20.616	\$0.00	\$13,105.93	\$13,105.93	\$15,000.00	\$15,000.00
M5HVE-2016-02-15-13	M5HVE-2016-02-15-13	DP-2016-Chester Co	20.616	\$0.00	\$56,894.07	\$56,894.07	\$50,000.00	\$50,000.00
M5HVE-2016-02-16-13	M5HVE-2016-02-16-13	DP-2016-Chester Co	20.616	\$0.00	\$2,808.41	\$2,808.41	\$15,000.00	\$15,000.00
M5HVE-2016-02-15-14	M5HVE-2016-02-15-14	DP-2016-Chester Co	20.616	\$0.00	\$12,191.59	\$12,191.59	\$15,000.00	\$15,000.00
M5HVE-2016-02-16-14	M5HVE-2016-02-16-14	DP-2016-Chester Co	20.616	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
M5HVE-2016-02-15-15	M5HVE-2016-02-15-15	DP-2016-Chester Co	20.616	\$0.00	\$11,233.65	\$11,233.65	\$60,000.00	\$60,000.00
M5HVE-2016-02-16-15	M5HVE-2016-02-16-15	DP-2016-Chester Co	20.616	\$0.00	\$48,766.35	\$48,766.35	\$60,000.00	\$60,000.00
M5HVE-2016-02-15-16	M5HVE-2016-02-15-16	DP-2016-Chester Co	20.616	\$0.00	\$3,744.55	\$3,744.55	\$20,000.00	\$20,000.00
M5HVE-2016-02-16-16	M5HVE-2016-02-16-16	DP-2016-Chester Co	20.616	\$0.00	\$16,255.45	\$16,255.45	\$45,000.00	\$45,000.00
M5HVE-2016-02-15-17	M5HVE-2016-02-15-17	DP-2016-Chester Co	20.616	\$0.00	\$8,425.24	\$8,425.24	\$45,000.00	\$45,000.00
M5HVE-2016-02-16-17	M5HVE-2016-02-16-17	DP-2016-Chester Co	20.616	\$0.00	\$36,574.76	\$36,574.76	\$40,000.00	\$40,000.00
M5HVE-2016-02-15-18	M5HVE-2016-02-15-18	DP-2016-Chester Co	20.616	\$0.00	\$7,489.10	\$7,489.10	\$40,000.00	\$40,000.00
M5HVE-2016-02-16-18	M5HVE-2016-02-16-18	DP-2016-Chester Co	20.616	\$0.00	\$32,510.90	\$32,510.90	\$40,000.00	\$40,000.00
M5HVE-2016-02-16-19	M5HVE-2016-02-16-19	DP-2016-Chester Co	20.616	\$0.00	\$7,489.10	\$7,489.10	\$40,000.00	\$40,000.00
M5HVE-2016-02-15-20	M5HVE-2016-02-15-20	DP-2016-Chester Co	20.616	\$0.00	\$32,510.90	\$32,510.90	\$30,000.00	\$30,000.00
M5HVE-2016-02-16-20	M5HVE-2016-02-16-20	DP-2016-Chester Co	20.616	\$0.00	\$5,616.83	\$5,616.83	\$35,000.00	\$35,000.00
M5HVE-2016-02-15-21	M5HVE-2016-02-15-21	DP-2016-Chester Co	20.616	\$0.00	\$24,383.17	\$24,383.17	\$35,000.00	\$35,000.00
M5HVE-2016-02-16-21	M5HVE-2016-02-16-21	DP-2016-Chester Co	20.616	\$0.00	\$6,552.97	\$6,552.97	\$10,000.00	\$10,000.00
M5HVE-2016-02-15-22	M5HVE-2016-02-15-22	DP-2016-Chester Co	20.616	\$0.00	\$28,447.03	\$28,447.03	\$10,000.00	\$10,000.00
M5HVE-2016-02-16-22	M5HVE-2016-02-16-22	DP-2016-Chester Co	20.616	\$0.00	\$1,872.28	\$1,872.28	\$10,000.00	\$10,000.00
			20.616	\$0.00	\$1,872.28	\$1,872.28	\$10,000.00	\$10,000.00
			20.616	\$0.00	\$8,127.72	\$8,127.72	\$8,127.72	\$8,127.72

Federal Fiscal Year 2016 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Previously Balance	Federally Funded Programs Increase/ (Decrease)	Current Balance	Total Federal Funds	Federal Share to Local
MSHVE-2016-02-00-00	MSHVE-2016-02-15-23	IDP-2016-Kiski Twp	20.616	\$0.00	\$0.00	\$3,744.55	\$3,744.55	\$20,000.00	\$20,000.00
	MSHVE-2016-02-16-23		20.616	\$0.00	\$0.00	\$16,255.45	\$16,255.45		
	MSHVE-2016-02-15-24	IDP-2016-Lackawanna Co	20.616	\$0.00	\$0.00	\$11,233.65	\$11,233.65	\$60,000.00	\$60,000.00
	MSHVE-2016-02-16-24		20.616	\$0.00	\$0.00	\$48,766.35	\$48,766.35		
	MSHVE-2016-02-15-25	IDP-2016-Latrobe City	20.616	\$0.00	\$0.00	\$3,744.55	\$3,744.55	\$20,000.00	\$20,000.00
	MSHVE-2016-02-16-25		20.616	\$0.00	\$0.00	\$16,255.45	\$16,255.45		
	MSHVE-2016-02-15-26	IDP-2016-Lebanon Co	20.616	\$0.00	\$0.00	\$5,616.83	\$5,616.83	\$30,000.00	\$30,000.00
	MSHVE-2016-02-16-26		20.616	\$0.00	\$0.00	\$24,383.17	\$24,383.17		
	MSHVE-2016-02-15-27	IDP-2016-Lehigh Twp	20.616	\$0.00	\$0.00	\$7,489.10	\$7,489.10	\$40,000.00	\$40,000.00
	MSHVE-2016-02-16-27		20.616	\$0.00	\$0.00	\$32,510.90	\$32,510.90		
	MSHVE-2016-02-15-28	IDP-2016-Lower Burrell City	20.616	\$0.00	\$0.00	\$7,489.10	\$7,489.10	\$40,000.00	\$40,000.00
	MSHVE-2016-02-16-28		20.616	\$0.00	\$0.00	\$32,510.90	\$32,510.90		
	MSHVE-2016-02-15-29	IDP-2016-Lower Merion Twp	20.616	\$0.00	\$0.00	\$5,616.83	\$5,616.83	\$30,000.00	\$30,000.00
	MSHVE-2016-02-16-29		20.616	\$0.00	\$0.00	\$24,383.17	\$24,383.17		
	MSHVE-2016-02-15-30	IDP-2016-Lower Saucon Twp	20.616	\$0.00	\$0.00	\$3,744.55	\$3,744.55	\$20,000.00	\$20,000.00
	MSHVE-2016-02-16-30		20.616	\$0.00	\$0.00	\$16,255.45	\$16,255.45		
	MSHVE-2016-02-15-31	IDP-2016-Luzerne Co	20.616	\$0.00	\$0.00	\$13,105.93	\$13,105.93	\$70,000.00	\$70,000.00
	MSHVE-2016-02-16-31		20.616	\$0.00	\$0.00	\$56,894.07	\$56,894.07		
	MSHVE-2016-02-15-32	IDP-2016-Mifflin Co	20.616	\$0.00	\$0.00	\$1,872.28	\$1,872.28	\$10,000.00	\$10,000.00
	MSHVE-2016-02-16-32		20.616	\$0.00	\$0.00	\$8,127.72	\$8,127.72		
	MSHVE-2016-02-15-33	IDP-2016-Montgomery Twp	20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
	MSHVE-2016-02-16-33		20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62		
	MSHVE-2016-02-15-34	IDP-2016-Moon Twp	20.616	\$0.00	\$0.00	\$10,297.52	\$10,297.52	\$55,000.00	\$55,000.00
	MSHVE-2016-02-16-34		20.616	\$0.00	\$0.00	\$44,702.48	\$44,702.48		
	MSHVE-2016-02-15-35	IDP-2016-Mt. Lebanon Twp	20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
	MSHVE-2016-02-16-35		20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62		
	MSHVE-2016-02-15-36	IDP-2016-Northumberland Co	20.616	\$0.00	\$0.00	\$56,168.27	\$56,168.27	\$300,000.00	\$300,000.00
	MSHVE-2016-02-16-36		20.616	\$0.00	\$0.00	\$243,831.73	\$243,831.73		
	MSHVE-2016-02-15-37	IDP-2016-Old Locoming Twp	20.616	\$0.00	\$0.00	\$8,425.24	\$8,425.24	\$45,000.00	\$45,000.00
	MSHVE-2016-02-16-37		20.616	\$0.00	\$0.00	\$36,574.76	\$36,574.76		
	MSHVE-2016-02-15-38	IDP-2016-Peters Twp	20.616	\$0.00	\$0.00	\$5,616.83	\$5,616.83	\$30,000.00	\$30,000.00
	MSHVE-2016-02-16-38		20.616	\$0.00	\$0.00	\$24,383.17	\$24,383.17		
	MSHVE-2016-02-15-39	IDP-2016-Philadelphia City	20.616	\$0.00	\$0.00	\$37,445.52	\$37,445.52	\$200,000.00	\$200,000.00
	MSHVE-2016-02-16-39		20.616	\$0.00	\$0.00	\$162,554.48	\$162,554.48		
	MSHVE-2016-02-15-40	IDP-2016-Pittsburgh City	20.616	\$0.00	\$0.00	\$16,850.48	\$16,850.48	\$90,000.00	\$90,000.00
	MSHVE-2016-02-16-40		20.616	\$0.00	\$0.00	\$73,149.52	\$73,149.52		
	MSHVE-2016-02-15-41	IDP-2016-Plum Boro	20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
	MSHVE-2016-02-16-41		20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62		
	MSHVE-2016-02-15-42	IDP-2016-Pottstown Boro	20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
	MSHVE-2016-02-16-42		20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62		
	MSHVE-2016-02-15-43	IDP-2016-South Whitehall Twp	20.616	\$0.00	\$0.00	\$8,425.24	\$8,425.24	\$45,000.00	\$45,000.00
	MSHVE-2016-02-16-43		20.616	\$0.00	\$0.00	\$36,574.76	\$36,574.76		
	MSHVE-2016-02-15-44	IDP-2016-Towanda Boro	20.616	\$0.00	\$0.00	\$2,808.41	\$2,808.41	\$15,000.00	\$15,000.00
	MSHVE-2016-02-16-44		20.616	\$0.00	\$0.00	\$12,191.59	\$12,191.59		

Federal Fiscal Year 2016 Highway Safety Project List

Program Area	HSP Project Number	Program Description	CFDA	Approved Program Costs	Previous Balance	Federally Funded Programs Increase/ (Decrease)	Current Balance	Total Federal Funds	Federal Share to Local
M5HVE-2016-02-00-00	M5HVE-2016-02-15-45	IDP-2016-Upper Darby	20.616	\$0.00	\$0.00	\$7,489.10	\$7,489.10	\$40,000.00	\$40,000.00
	M5HVE-2016-02-16-45		20.616	\$0.00	\$0.00	\$32,510.90	\$32,510.90	\$15,000.00	\$15,000.00
	M5HVE-2016-02-15-46	IDP-2016-Venango Co.	20.616	\$0.00	\$0.00	\$2,808.41	\$2,808.41	\$15,000.00	\$15,000.00
	M5HVE-2016-02-16-46		20.616	\$0.00	\$0.00	\$12,191.59	\$12,191.59	\$15,000.00	\$15,000.00
	M5HVE-2016-02-15-47	IDP-2016-Warren Co.	20.616	\$0.00	\$0.00	\$2,808.41	\$2,808.41	\$20,000.00	\$20,000.00
	M5HVE-2016-02-16-47		20.616	\$0.00	\$0.00	\$12,191.59	\$12,191.59	\$20,000.00	\$20,000.00
	M5HVE-2016-02-15-48	IDP-2016-Washington Twp	20.616	\$0.00	\$0.00	\$3,744.55	\$3,744.55	\$50,000.00	\$50,000.00
	M5HVE-2016-02-15-49		20.616	\$0.00	\$0.00	\$16,259.45	\$16,259.45	\$50,000.00	\$50,000.00
	M5HVE-2016-02-16-49	IDP-2016-West Deer Twp	20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$30,000.00	\$30,000.00
	M5HVE-2016-02-16-50		20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62	\$30,000.00	\$30,000.00
M5HVE-2016-02-15-01	M5HVE-2016-02-15-50	IDP-2016-West Norriton Twp	20.616	\$0.00	\$0.00	\$5,616.83	\$5,616.83	\$275,000.00	\$275,000.00
	M5HVE-2016-02-16-50		20.616	\$0.00	\$0.00	\$24,383.17	\$24,383.17	\$275,000.00	\$275,000.00
	M5HVE-2016-02-15-51	IDP-2016-York Co	20.616	\$0.00	\$0.00	\$51,487.58	\$51,487.58	\$52,500.00	\$52,500.00
	M5HVE-2016-02-16-51		20.616	\$0.00	\$0.00	\$223,512.42	\$223,512.42	\$52,500.00	\$52,500.00
	M5CS-2016-01-16-01	HSGP-2016-Butler Co	20.616	\$0.00	\$0.00	\$12,864.57	\$12,864.57	\$70,000.00	\$70,000.00
	M5CS-2016-01-15-02		20.616	\$0.00	\$0.00	\$17,152.76	\$17,152.76	\$52,500.00	\$52,500.00
	M5CS-2016-01-16-02	HSGP-2016-Clinton Co	20.616	\$0.00	\$0.00	\$52,847.24	\$52,847.24	\$200,000.00	\$200,000.00
	M5CS-2016-01-15-03		20.616	\$0.00	\$0.00	\$12,864.57	\$12,864.57	\$52,500.00	\$52,500.00
	M5CS-2016-01-15-04	HSGP-2016-Fayette Co	20.616	\$0.00	\$0.00	\$39,635.43	\$39,635.43	\$49,416.00	\$49,416.00
	M5CS-2016-01-16-04		20.616	\$0.00	\$0.00	\$12,108.87	\$12,108.87	\$615,000.00	\$615,000.00
M5TR-2016-01-00-00	M5TR-2016-01-15-00	Dept. Ed Institute for Law Enforcement Training (405d)	20.616	\$0.00	\$0.00	\$37,307.13	\$37,307.13	\$0.00	\$0.00
	M5TR-2016-01-16-00		20.616	\$0.00	\$0.00	\$115,144.96	\$115,144.96	\$0.00	\$0.00
M5TR-2016-02-00-00	M5TR-2016-02-15-00	PA Traffic Safety Resource Prosecutor	20.616	\$0.00	\$0.00	\$499,855.04	\$499,855.04	\$200,000.00	\$200,000.00
	M5TR-2016-02-16-00		20.616	\$0.00	\$0.00	\$37,445.52	\$37,445.52	\$50,000.00	\$50,000.00
M5TR-2016-03-00-00	M5TR-2016-03-15-00	Judicial Outreach Liaison	20.616	\$0.00	\$0.00	\$162,554.48	\$162,554.48	\$50,000.00	\$50,000.00
	M5TR-2016-03-16-00		20.616	\$0.00	\$0.00	\$9,361.38	\$9,361.38	\$50,000.00	\$50,000.00
M5TR-2016-04-00-00	M5TR-2016-04-15-00	PA DUI Law Enforcement Liaisons	20.616	\$0.00	\$0.00	\$40,638.62	\$40,638.62	\$515,000.00	\$515,000.00
	M5TR-2016-04-16-00		20.616	\$0.00	\$0.00	\$96,422.20	\$96,422.20	\$0.00	\$0.00
Subtotal CFDA #20.616 (\$405d)				\$0.00	\$0.00	\$6,490,488.65	\$6,490,488.65	\$6,490,488.65	\$2,799,416.00
M9MA-2016-01-00-00	M9MA-2016-01-15-00	Motorcycle Safety Initiatives	20.616	\$0.00	\$0.00	\$30,223.53	\$30,223.53	\$195,000.00	\$0.00
	M9MA-2016-01-16-00		20.616	\$0.00	\$0.00	\$164,776.47	\$164,776.47	\$195,000.00	\$0.00
Subtotal CFDA #20.616 (\$405f)				\$0.00	\$0.00	\$195,000.00	\$195,000.00	\$195,000.00	\$0.00
Total NHTSA				\$0.00	\$0.00	\$25,073,883.32	\$25,073,883.32	\$25,073,883.32	\$9,288,415.97



Certifications and Assurances

6. Certifications and Assurances

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Pennsylvania Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

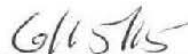
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety



Date

R. Scott Christie, P.E.

Printed name of Governor's Representative for Highway Safety

APPENDIX C TO PART 1200-
ASSURANCES FOR TEEN TRAFFIC SAFETY PROGRAM

State: Pennsylvania Fiscal year: 2016

The State has elected to implement a Teen Traffic Safety Program - a statewide program to improve traffic safety for teen drivers - in accordance with 23 U.S.C. 402 (m).

In my capacity as the Governor's Representative for Highway Safety, I have verify that-

- The Teen Traffic Safety Program is a separately described program area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) _____.
- As required under 23 U.S.C. 402 (m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the stat will use in schools and communities that are designed to –
 - Increase seat belt use;
 - Reducing speeding;
 - Reducing impaired and distracted driving;
 - Reducing underage drinking; and
 - Reduce other behaviors by teen drivers that led to injuries and fatalities.

R. Scott Christie

Signature Governor's Representative for Highway Safety

6/15/16

Date

R. Scott Christie, P.E.

PRINTED name of Governor's Representative for Highway Safety



Section 405 Grant Program

PENNSYLVANIA HIGHWAY SAFETY PLAN

7. Section 405 Grant Program

For FFY 2016, Pennsylvania is applying for the following 405-incentive grant programs:

- 405b – Occupant Protection;
- 405c – State Traffic Safety Information System;
- 405d – Impaired Driving; and
- 405f – Motorcycle.

The 405 Application, which is signed by Pennsylvania’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certifications and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.



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

Region 2
New Jersey, Pennsylvania,
New York, Puerto Rico, Virgin Islands

245 Main Street
Suite 210
White Plains, New York 10601
TEL: 914.682.6162
FAX: 914.682.6239

August 27, 2015

The Honorable Tom Wolf
Governor of Pennsylvania
225 Main Capitol Bldg.
Harrisburg, Pennsylvania 17120-0076

Dear Governor Wolf:

We have reviewed Pennsylvania's fiscal year 2016 Highway Safety Plan as received on June 30, 2015 and revised on August 20, 2015. Based on these submissions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200. The Plan is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Deputy Secretary R. Scott Christie of the Pennsylvania Department of Transportation (PennDOT). Should your office wish information on the State's Highway Safety Plan review, please feel free to contact me at 914.682.6162.

We congratulate Pennsylvania on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and PennDOT and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Pennsylvania's roads.

Sincerely,

Michael N. Geraci
Regional Administrator

bcc: Scott Christie, PennDOT
Bethany Renee R. Sigel, Division Administrator, FHWA
Rich Roman, PennDOT
Glenn Rowe, PennDOT
Gavin Gray, PennDOT
Tom Glass, PennDOT
File: Pennsylvania HSP Binder

