



# FY 2022 Highway Safety Plan

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## **Highway Safety Plan**

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

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

# Highway Safety Planning Process

## Data Sources and Processes

### Timeline and Planning Process

The Highway Safety Traffic and Operations Division (HSTOD) conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Below, the *Overview of HSP Planning Process* and *Annual Safety Planning Calendar* depict the annual planning cycle.

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

### Overview of HSP Planning Process



### Annual Safety Planning Calendar

Month	Activities
October	Solicit final reports and claims for grants ending September 30th. Program staff begins work on FFY 2021 Annual Report. The first meeting of the annual Spring Traffic Safety Grantee Workshop planning committee is held. Conduct activities for CIOT Teen Mobilization in coordination with National Teen Driver Safety Week and begin Aggressive Driving Enforcement Wave 1. Conduct the virtual Fall Communications Workshop for PennDOT safety grantees and Safety Press Officers.
November	Conduct first meeting of Safety Advisory Committee (SAC) to begin planning FFY 2023 Highway Safety Plan. Final reimbursement claims for FFY 2021 are processed.
December	Finalize FFY 2021 Annual Report. Conduct second meeting of the SAC. Coordinate participation in the Holiday Season Impaired Driving Campaign.

January	Conduct final SAC meeting to establish FFY 2023 program area countermeasures and budgets. Program staff begins FFY 2022 project monitoring visits.
February and March	Submit FFY 2023 program budget to PennDOT Program Management Committee for executive approval. Coordinate Super Bowl and St. Patrick's Day Impaired Driving mobilization. Begin Aggressive Driving Enforcement Wave 2. Conduct Spring Traffic Safety Grantee Workshop. Develop plan for participation in the National CIOT mobilization.
April to June	Solicit applicants for new FFY 2023 local grant opportunities and begin preparation of FFY 2023 Highway Safety Plan (HSP) and 405 certifications. Coordinate new Highway Safety Grant Agreements for FFY 2023 state projects approved by the SAC. Conduct activities for National Distracted Driving Awareness M and National Work Zone Awareness Week.
May and June	Finalize FFY 2023 HSP and 405 certifications after soliciting internal and NHTSA Regional Office comments. Participate in the National CIOT mobilization and coordinate activities for National Motorcycle Safety Awareness, National Youth Traffic Safety, and National Bicycle Safety Months. Develop plan for participation in the 4 <sup>th</sup> of July and National Crackdown Impaired Driving Campaigns.
July	Submit final HSP and 405 certifications to NHTSA. Begin Aggressive Driving Enforcement Wave 3. Coordinate activities for Child Passenger Safety Week. Begin planning for the virtual Fall Communications Workshop.
August and September	Complete selection and subsequent negotiations of FFY 2023 local grants. Complete processing of FFY 2023 local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to FFY 2022 grantees. Review and approve changes to multi-year agreements (as applicable).

**COVID-19 Impacts to Planning Process**

To mitigate risks associated with in-person meetings during the COVID-19 Pandemic, Pennsylvania’s Highway Safety Office and partners acted quickly. We transitioned in-person events to virtual platforms in order to continue to provide essential information and updates to our network for training related to law enforcement, community outreach, and education. For FFY2022, the Fall Outreach Coordination Workshop will again be held virtually, as will those trainings offered through the PA DUI Association and the Institute for Law Enforcement Education (ILEE) that are able to be converted to a virtual environment. The Annual PA Traffic Safety Conference is tentatively being planned as an in-person event during April 2022. Safety



partners and grantees will continue to follow the guidance of their agencies as to attending any in-person events. PennDOT will continue to promote the wellbeing of our safety partners and staff, encouraging compliance with state and local health authorities' guidelines.

### **Strategic Partners and Stakeholders**

The Safety Advisory Committee (SAC) members provide input on safety program areas and effective countermeasures to help achieve HSTOD's vision and mission. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in Pennsylvania. They also approve funding levels for broader state and local safety programs which satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified in the FHWA Highway Safety Improvement Program and also in accordance with PennDOT Publication 638 (District Safety Manual).

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

To implement the highway safety plan, the SAC divides state and Federal money among state-level and local grant funds. Beginning in FFY 2019, the SAC approved multi-year program budgets to enable grant agreement periods covering both FFY 2019 and 2020 and has done so again for FFY 2021-2022. These multi-year agreements will reduce agreement processing time, administrative costs, and support long-term planning by subgrantees. The SAC will continue to review and approve each federal fiscal year period budget to allow opportunities for adjustments based on new data and other information. Subgrantees working under multi-year agreements are required to annually assess work plans and budgets to adapt plans as necessary.

### **Countermeasure and Strategy Selection Process**

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

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

### **Coordination with SHSP**

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

Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal documented in the current SHSP is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase.

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

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

- Reducing Impaired Driving
- Increasing Seat Belt Usage
- Infrastructure Improvements
- Reducing Speeding & Aggressive Driving
- Reducing Distracted Driving
- Mature Driver Safety

- Motorcycle Safety
- Young & Inexperienced Driver Safety
- Enhancing Safety on Local Roads
- Improving Pedestrian Safety
- Improving Traffic Records Data
- Commercial Vehicle Safety
- Improving Emergency/Incident Influence Time
- Improving Bicycle Safety
- Enhancing Safety in Work Zones
- Reducing Vehicle-Train Crashes

The SHSP was used in the development of the safety initiatives identified in the Performance Plan which defines how the Commonwealth will utilize Federal Section 402 highway safety funds and other NHTSA incentive and special funding sections. The current SHSP document was published online in March 2017 and can be found at: <http://www.penndot.gov/safety>.

Efforts are currently underway to revise the SHSP for 2022. The project schedule includes hosting a Safety Summit, Stakeholder Engagement meetings, and plan development during 2021.

## **Processes Participants**

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

### **State Safety Partners**

#### **Pennsylvania State Police**

Pennsylvania State Police (PSP) has just over 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates, turnpike, and provides full-time police service for just over half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent just over 20 percent of the State population and just over 6 percent with part-time PSP coverage. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 80 child safety seat fitting stations year-round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

## **Department of Health**

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

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

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

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in this Highway Safety Plan. A large number of strategies contained in this plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The SHSO plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

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

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A multi-year contract was awarded to Pennsylvania TIPP and was fully executed on October 1, 2019. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities, and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

## **Local Safety Partners**

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

## **Community Traffic Safety Projects**

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

- 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, pedestrian safety, and impaired driving. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

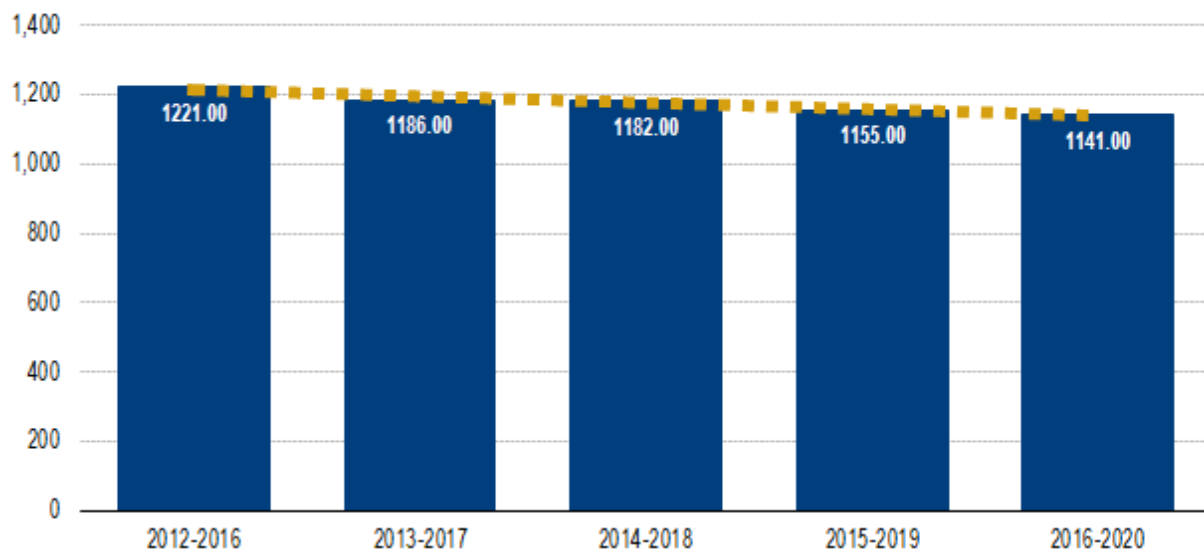
## County Courts

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

## Description of Highway Safety Problems

In 2020, statewide traffic deaths increased to 1,129 from the record low of 1,059 in 2019. 2020 was the second-lowest number of highway fatalities recorded and overall fatalities continue to trend downward, as can be seen in the following chart.

### Historic Traffic Fatalities, Five-Year Averages (2016-2020)



While the overall number of highway deaths increased last year, decreases in fatalities were noted in crashes involving drivers aged 65 or older, crashes involving distracted drivers, and pedestrian crashes.

- Fatalities in drivers 65 years old or older dropped from 281 in 2019 to 243 in 2020.
- There were 47 fatalities in 2020 crashes involving distracted drivers compared to 62 in 2019.
- Pedestrian fatalities decreased from 154 in 2019 to 146 in 2020.

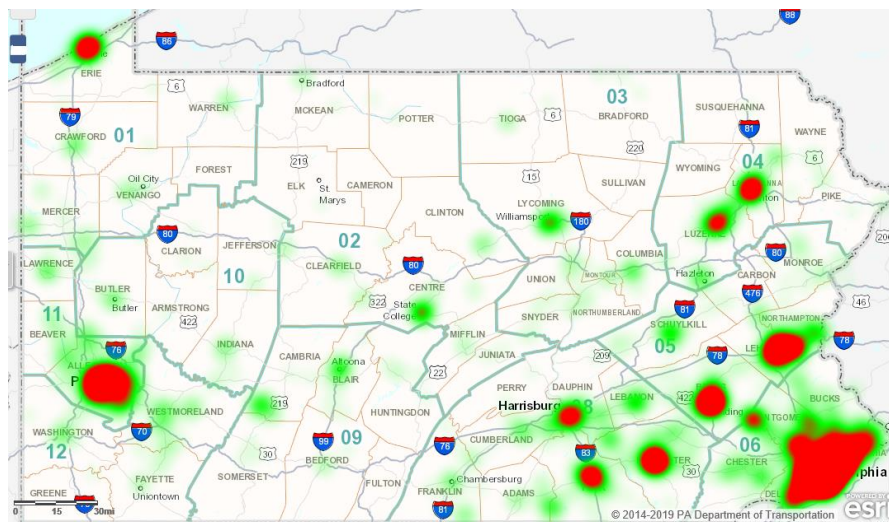
Additionally, the year-to-year longer-term trends also continue to decrease. For example, compared to 2016, there were 59 fewer total traffic deaths, 86 fewer deaths in lane departure crashes, and 60 fewer fatalities involving unrestrained occupants in crashes.

According to NHTSA's *The economic and societal impact of motor vehicle crashes, 2010. (Revised)* (May 2015), "those not directly involved in crashes pay for over three-quarters of all crash costs, primarily through insurance premiums, taxes, congestion related costs such as travel delay, excess fuel consumption, and environmental delay," According to the 2020 Pennsylvania Crash Facts & Statistics booklet, in 2019, the economic loss due to traffic crashes was \$2,016 to every man, woman, and child in Pennsylvania. (Also note that the Federal guidelines changed for determining the average cost of a crash in 2019. Cost is now based on max crash severity, not injury severity level.) The best way to reduce motor vehicle crash costs is to prevent them, and when they do happen, to prevent injuries.

To sustain current trends and facilitate the strongest data driven approach to identifying and addressing the behavior related issues on Pennsylvania roadways moving forward, FFY 2021 marked the final transition of all Impaired Driving Program (IDP) grants to Police Traffic Service (PTS) grants to also include sustained enforcement opportunities addressing Occupant Protection, Aggressive Driving/Speeding, and Pedestrian Safety (where applicable).

A safety focus area of perpetual concern in PA is pedestrian safety. Although the fatalities have fluctuated over the last 5 years, 2020 shows a decrease of just over 5% from 2019. Pedestrians account for 12.9% of all traffic deaths in Pennsylvania, despite representing only 2.7% of traffic crashes. In FY 2022, the Highway Safety Office will provide roughly \$1,045,000 in dedicated pedestrian safety enforcement funds to data-driven PTS grant recipients and PSP to promote and seed comprehensive and community-driven pedestrian safety programs. A heat map displays the magnitude of the crash issue based on query data, giving clues to where there are clusters occur; a statewide pedestrian crash heat map provides such clues. Grant recipients can create maps like these of their coverage area to identify areas to target their pedestrian safety efforts using the PCIT query tools.

### Heat Map: 2019 Crashes involving a Pedestrian



Source: <https://crashinfo.penndot.gov/PCIT/queryTool.html>

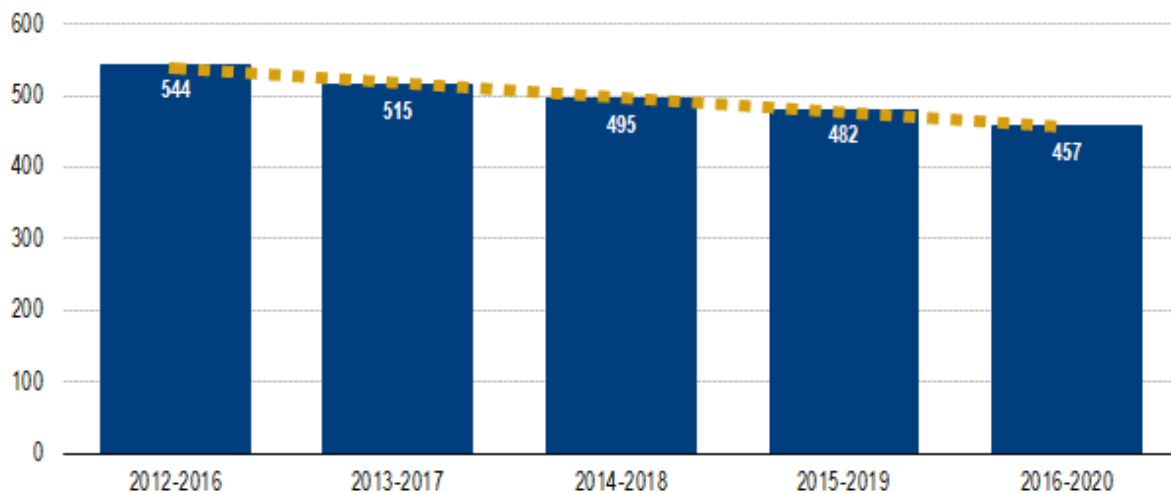
As impaired driving is always an issue, drugged driving crashes continue to be a concern in Pennsylvania. The 5-year average for 2020 for drugged driver crashes is over 3,800. This is a 15% increase from the 5-year average in 2011-2015. As reported by the PA municipal police departments through our e-grants system in FFY 2020, the Police Traffic Service (PTS) projects arrested approximately 236 drugged drivers. This is a nearly 17.5 percent decrease in DUI-Drug arrests from the prior grant year. This decrease can be partially attributed to the combination of the lack of checkpoints and the pandemic's effect on traffic patterns played a significant role in the reduction.

In an effort to support the funding used for high visibility enforcement, Pennsylvania issues funding to the PA DUI Association to hold DRE schools across the state to certify more officers and provide more complete statewide coverage. We look forward to continuing the successes of the Commonwealth's DRE Program from FFY 2021, which included more than 200 certified DREs statewide who conducted more than 2,000 evaluations, and the highly requested medical marijuana law workshops and drug trends training.

Speeding-related fatalities have declined 14 percent since 2016 but, for the years 2016 through 2020, accounted for 41.9 percent of all fatalities.

### Speeding-Related Fatalities

*Five-Year Averages (2016-2020)*



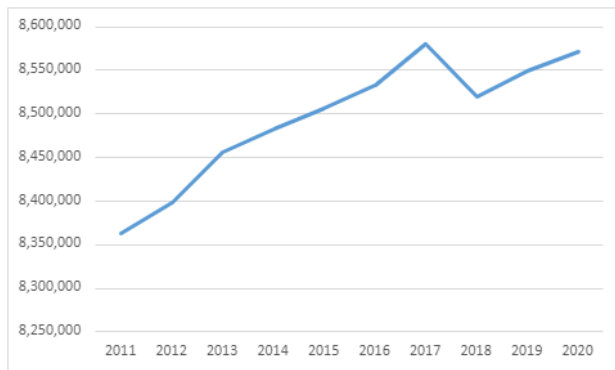
According to the Centers for Disease Control and Prevention (CDC), motor vehicle crashes are the leading cause of death for U.S. teens. Six teens ages 16 to 19 die every day from motor vehicle injuries. According to the 2017 High School Youth Risk Behavior Survey for Pennsylvania, 37.4 percent of the young drivers that were surveyed texted or emailed while driving a car or other vehicle at least 1 day during the 30 days prior to the survey. Distracted driving is a serious concern among all age groups in Pennsylvania as there were just over 14,100



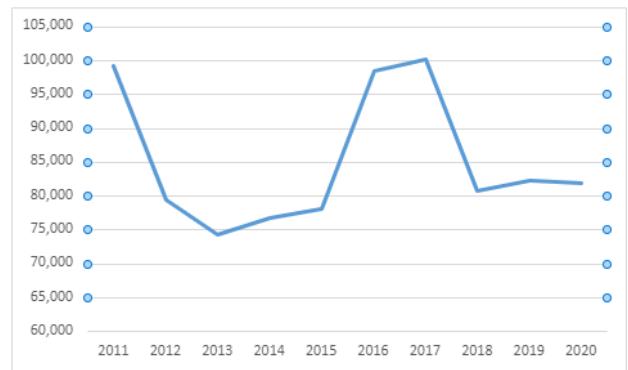
crashes in the 5-year average for 2020 attributed to distracted driving. Pennsylvania will continue to address distracted driving and teen driver safety through the Community Traffic Safety Projects (CTSP).

Over the last 10 years (2011-2020), the annual total number of licensed drivers in Pennsylvania has increased almost every year, while the subset of those ages 16 and 17 does not show a consistent trend. Pennsylvania understands the importance of, and prioritizes, the initial training opportunity for the youngest of Pennsylvania’s drivers, to assist in establishing safe driving habits.

**Total Licensed Drivers, Class C (PA)**



**Licensed Drivers (PA), ages 16 and 17**



During the FFY 2019 - 2020 grant period, the Indiana University of Pennsylvania (IUP) headed a project to provide our CTSP's with updated curriculum to deliver to the Pennsylvania secondary schools. IUP is highly qualified for this project as they are the sole institute of higher education in Pennsylvania that teaches driver's education. During FFY 2021, the Institute of Rural Health and Safety at IUP continued to expand their research, further update the driver’ education curriculum, and deliver training to our CTSP network. This project will be extended into FFY 2022 as they finish training our CTSP network on their updated curriculum.

PTS and CTSP grant applicants receive a funding allocation based on the finalized crash data in their coverage areas. A PDF file of the reportable crash data (to serve as the foundation for the proposals) is distributed to these allocation-based applicants when the funding is determined, prior to the start of the application period. After the proposals are executed and the grant period opens, access to the most recent, non-public data is available through a variety of restricted access online tools in the Pennsylvania Crash Information Tool (PCIT). The grantees are encouraged to periodically re-evaluate their existing strategies and time allocations, based on emerging data trends. Because the grant info sheets for the allocation based CTSP and PTS programs require applicants to apply for access to the PCIT Restricted Access section, the

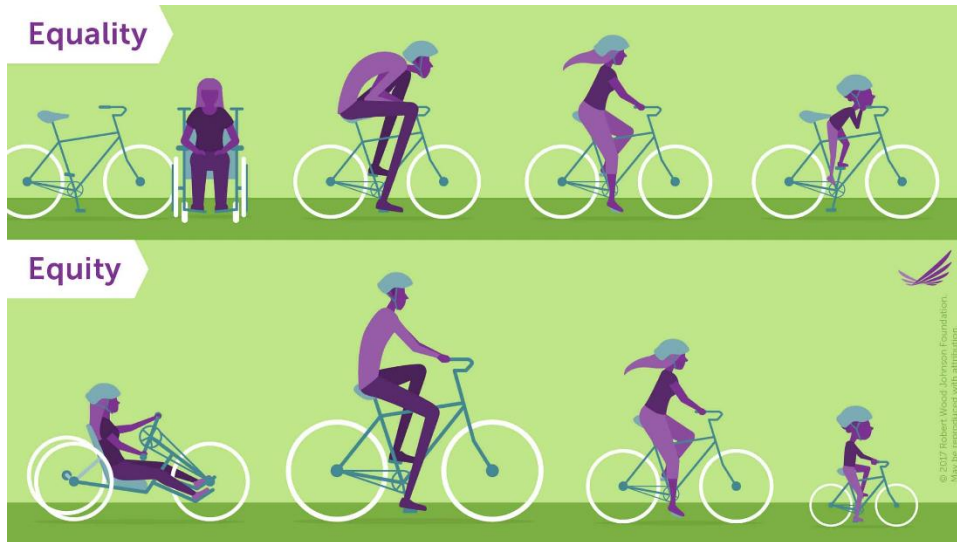
system was established with the ability to quickly add new coverage areas to existing grants or new applicants.

Below is a subset of the summary table of the statewide annual (2020) fatality data, which is displayed in the CTSP section of the restricted access section of PCIT. Each applicant’s landing page also displays a comparison of their specific coverage area(s) to the overall total Statewide crash picture.

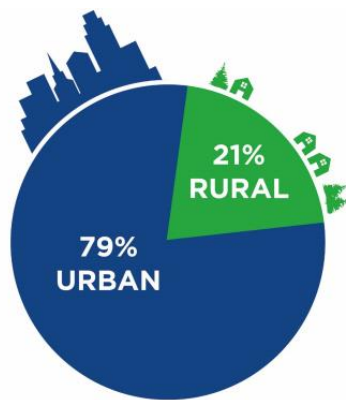
	<b>Statewide Fatalities (2020)</b>	<b>Total Population</b>	<b>Fatalities Per 100,000 Population</b>	<b>SFA (% of Statewide Fatalities)</b>
Total Fatalities	1129	12,702,379	8.9	
Aggressive Driving / Speeding	439	12,702,379	3.46	38.9%
Bicycle Safety	22	12,702,379	0.17	2.0%
Child Safety	61	12,702,379	0.48	5.4%
Commercial Motor Vehicle Safety	140	12,702,379	1.1	12.4%
Distracted Driving	47	12,702,379	0.37	4.2%
Impaired Driving	348	12,702,379	2.74	30.8%
Mature Driver	243	12,702,379	1.91	21.5%
Motorcycle Safety	220	12,702,379		19.5%
Pedestrian Safety	147	12,702,379	1.16	13.0%
Seat Belts	421	12,702,379	3.31	37.3%
Teen Driver	119	12,702,379	0.94	10.5%
Work Zone Safety	15	12,702,379	0.12	1.3%

*\*Note: the data in the table above represents specific crash flags that may vary slightly from the crash flags used for the HSP Performance Measures. Each fatality may be listed in more than one Safety Focus Area.*

With Pennsylvania’s unique geography and population distribution, the health risks vary among urban vs rural populations; racial and ethnic minorities; and the young and old among many more. Promoting health equity involves providing every person, regardless of location, religion, race, ethnicity, sexual orientation or gender identify and expression, the same opportunity to travel safely and reach their intended destinations.



Pennsylvania has a large rural population represented by over two thirds of the Commonwealth’s total 67 counties; however, nearly eight-in-ten citizens live in an urban area. The number of Pennsylvanians living in urban areas increased 5.6 percent between 2000 and 2010 and is expected to continue climbing in the future. This shift will likely include changes in travel preferences requiring continued monitoring during program planning.



(The Center for Rural Pennsylvania, 2015)

Across Pennsylvania the population is aging, with shifting transportation options and needs. According to the 2019 Pennsylvania Active Transportation Plan, the Commonwealth ranks 5<sup>th</sup> in the USA for the percent of residents over the age of 65 years old that don’t drive. Our senior population is growing twenty times faster than the overall population.

### Methods for Project Selection

As noted earlier, the PennDOT Safety Advisory Committee develops and submits for approval funding levels for broader state and local behavioral safety programs for the pending federal

fiscal year period(s). Upon successful approval of the funding package by the PennDOT Program Management Committee (PMC), the Pennsylvania Highway Safety Office (PA HSO) initiates one of two steps for each approved program:

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

**Other Programs** - These programs fall into one of two categories, allocation-based or competitive-based grants. Both types are required to use PennDOT's e-grants management system, dotGrants (<https://www.dotgrants.penndot.gov/dotGrants>). Summary information about these program opportunities can be found on PennDOT's Safety Grants webpage (<http://www.penndot.gov/TravelInPA/Safety/Pages/Safety-Grants.aspx>). More specific grant application information including, a description of the program, program requirements, eligibility and qualifications, and guidance on administering the funds is available to interested parties upon request.

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

The PA HSO is committed to a diverse grant network and values inclusion as we seek to solicit, develop, and partner with the most qualified grant applicants to participate in the Commonwealth's Highway Safety Program. Additionally, statewide program and grantee personnel are expected to ensure limited resources are equitably allocated, strive to change the traffic safety culture in their communities, and support reforms to achieve justice.

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

Department. The discussion is limited to a critique of the submitted proposal. The feedback is designed to help the applicant strengthen future submissions. Successful applicants move into negotiations with the HSO staff. Negotiations include requested changes to project scopes, measurements, and budgets. Upon completion of negotiations, proposals are routed through the dotGrants grant approval workflow, consisting of review and electronic approval by HSTOD, Office of Chief Counsel, Office of the Comptroller, and Department of Treasury personnel. Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT reflecting state and Federal rules and regulations. Project directors are required to submit quarterly reports indicating activities and progress 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 Police Traffic Services projects are required to submit enforcement activity reports of the operations.

### **List of Information and Data Sources**

- 2020 Pennsylvania Crash Facts & Statistics book  
(<https://www.crashinfo.penndot.gov/PCIT/welcome.html>)
- Pennsylvania Crash Data Analysis Retrieval Tool (CDART)
- Pennsylvania's e-grant reporting system - dotGrants  
(<https://dotgrants.penndot.gov/dotGrants>)
- National Highway Traffic Safety Administration (<https://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx>)
- Centers for Disease Control and Prevention  
(<https://nccd.cdc.gov/youthonline/App/Default.aspx>)
- Administrative Office of Pennsylvania Courts (AOPC)
- PennDOT Driver Licensing Database
- Pennsylvania State Police Quarterly Reports
- The State of Health Equity in Pennsylvania  
(<https://www.health.pa.gov/topics/Documents/Health%20Equity/The%20State%20of%20Health%20Equity%20in%20PA%20Report%20FINAL.pdf>)
- Pennsylvania's 2019 Active Transportation Plan (Pub 787)  
(<http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf>)

## Description of Outcomes

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

- Developing common and consistent targets, including the methods for establishing targets, in support of a comprehensive approach towards meeting collective goals.
- A statewide virtual Safety Summit was hosted on April 21st, 2021, where safety experts, researchers, and others shared their accomplishments and discussed some of the most pressing transportation safety matters in our state. This summit was a major component of a multi-agency effort to revise the Pennsylvania Strategic Highway Safety Plan, which informs the Pennsylvania Highway Safety Plan.
- Many of the actionable items and strategies identified in the PA SHSP serve to guide and inform countermeasure selection for the PA HSP, ensuring a linkage between the documents in addition to the common performance measures. As the 2022 PA SHSP update is completed any new or revised actions will be incorporated into the PA HSP process for integration of the two guiding documents.
- The PennDOT Multi Agency Safety Team (MAST) is a group of state-agency level safety stakeholders who meet regularly to coordinate and monitor the implementation of the PA SHSP. This group reviews the actionable items, strategies, and performance measure targets established in the PA SHSP and HSP. They coordinate collaborative efforts among agencies in support of these plans, including:
  1. The court monitoring project coordinated by the PA Department of Drug and Alcohol Programs.
  2. The child passenger safety programs collaboration between PennDOT and the PA Department of Health, who manage the statewide Safe Kids program.
  3. Standardized communications messages among PA State Police, PennDOT, and the PA Turnpike Commission.
  4. Working with the PA Department of Education to identify and correct deficiencies in young and novice driver education programs.M.A.S.T. is currently being reviewed for possible restructuring for enhancements as part of the current update to the SHSP.

## **Performance report**

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

Progress: **In Progress**

#### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 1,088.2 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line projection based on more current crash data the 2021 data point has been adjusted slightly upward to 1124.3 (2017-2021).

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

Progress: **In Progress**

#### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 4,551.2 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line projection based on more current crash data the 2021 data point has will remain 4551.2 (2017-2021).

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

Progress: **In Progress**

#### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 1.059 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line projection based on more current information the 2021 data point has been adjusted slightly upward to 1.117 (2017-2021).

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

Progress: **In Progress**

#### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 339.3 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2021 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly upward to 345 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 168.2 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2021 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly downward to 66.4 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 431.2 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly upward to 446.9 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 172.7 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly upward to 181.6 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 86.8 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly upward to 94 (2017-2021).



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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 119.1 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly downward to 118 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2020 target included in the FFY 2021 HSP for this measure was 166.7 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly downward to 155.8 (2017-2021).

**Performance Measure: C-11) Number of bicyclist fatalities (FARS)**

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 17.6 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted slightly downward to 17.3 (2017-2021).

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

Progress: **In Progress**

**Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 89.5% (2021). As we work to establish a new baseline from the 2018 survey redesign and use a less aggressive target for the FFY 2022 HSP, our projected 2021 data point has been adjusted downward slightly to 89.4%.

## **Performance Measure: Drug Impaired Driver Crashes**

Progress: **In Progress**

### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 3,458.9 (2017-2021). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2022 target for the FFY 2022 HSP the projected 2021 data point has been adjusted upward to 3,736.5 (2017-2021).

## **Performance Measure: Completeness**

Progress: **In Progress**

### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 0.30. Currently available missing values reports indicate we are on track to meet this previously established target as the current missing values average is 0.15 values per report.

## **Performance Measure: Accuracy**

Progress: **In Progress**

### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 0.40. Currently available invalid values reports indicate we are on track to meet this previously established target as the current average of invalid values per each crash report is 0.40. This improvement has been almost entirely the result of a reduction in paper cases submitted by the City of Philadelphia, which now fully submits electronic crash reports.

## **Performance Measure: Timeliness**

Progress: **In Progress**

### **Program-Area-Level Report**

The 2021 target included in the FFY 2021 HSP for this measure was 10.0. Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are on track to meet this previously established target as the current average number of days to submit a case is 9.14.

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

Progress: **In Progress**

### **Program-Area-Level Report**

This project was completed in FFY 2021 and a new agreement is expected to be implemented during FFY 2022.

## **Performance Measure: Distracted Driving Fatalities**

Progress: **In Progress**

### **Program-Area-Level Report**

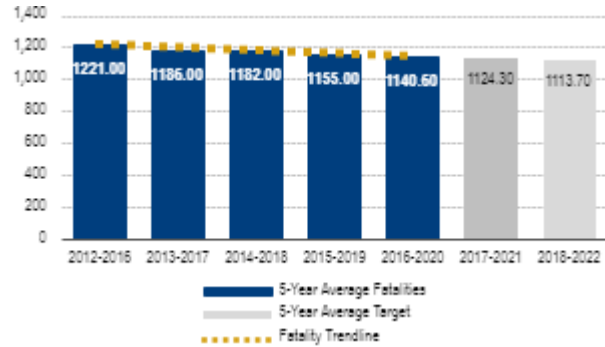
The 2021 target included in the FFY 2021 HSP for this measure was 66.0 (2017-2021). Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2021 target for the FFY 2022 target for the FFY 2022 HSP, the projected 2021 data point has been adjusted slightly downward to 61.5 (2017-2021).

## Performance Plan

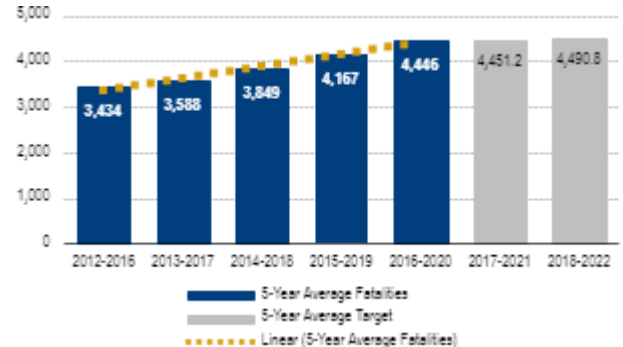
<b>Performance measure name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target Value</b>
C-1) Number of traffic fatalities (FARS)	5 Year	2018	2022	1,113.7
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2018	2022	4,490.8
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2018	2022	1.113
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2018	2022	338.1
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data files)	5 Year	2018	2022	163.1
C-6) Number of speeding-related fatalities (FARS)	5 Year	2018	2022	436.5
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2018	2022	178
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2018	2022	93.7
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2018	2022	115.6
C-10) Number of pedestrian fatalities (FARS)	5 Year	2018	2022	152.7
C-11) Number of bicyclist fatalities (FARS)	5 Year	2018	2022	17
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2022	2022	89.9%
Drug Impaired Driver Crashes	5 Year	2018	2022	3,661.8
Completeness	Annual	2022	2022	0.14
Accuracy	Annual	2022	2022	0.38
Timeliness	Annual	2022	2022	9.0
Complete Projects to Enhance Driver Education in Pennsylvania	Annual	2022	2022	2
Distracted Driving Fatalities	5 Year	2018	2022	61.2

# Performance Measure Charts and Targets

C-1) Number of traffic fatalities (FARS)



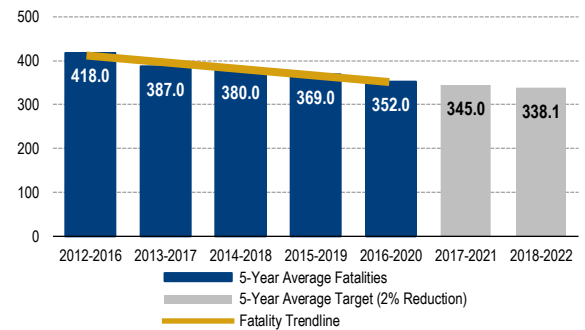
C-2) Number of serious injuries in traffic crashes (State crash data files)



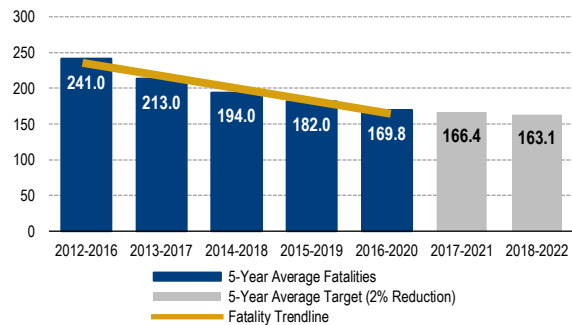
C-3) Fatalities/VMT (FARS, FHWA)



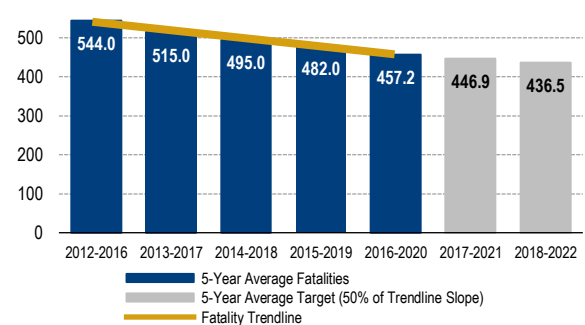
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)



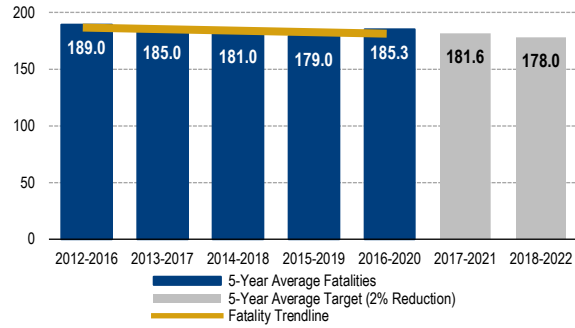
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data files)



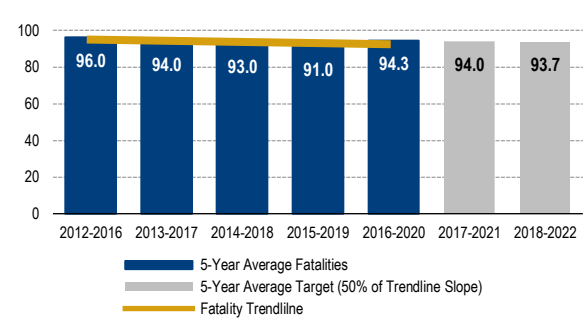
C-6) Number of speeding-related fatalities (FARS)



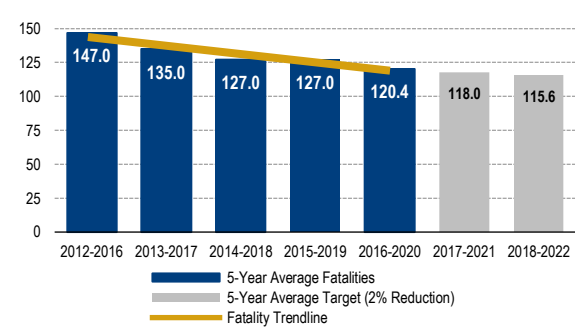
C-7) Number of motorcyclist fatalities (FARS)



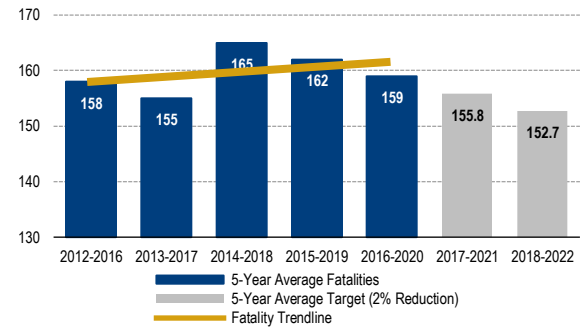
C-8) Number of unhelmeted motorcyclist fatalities (FARS)



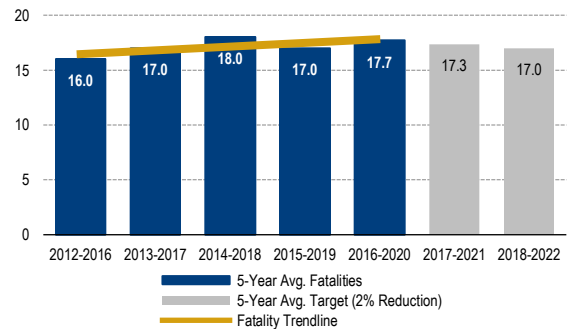
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)



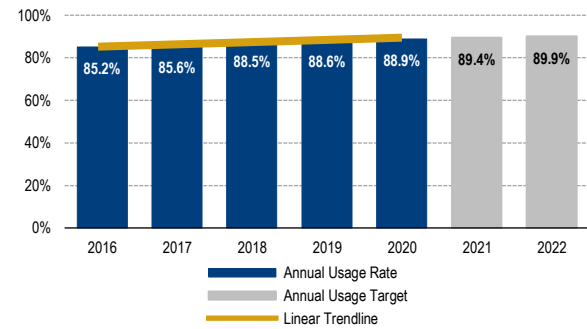
C-10) Number of pedestrian fatalities (FARS)



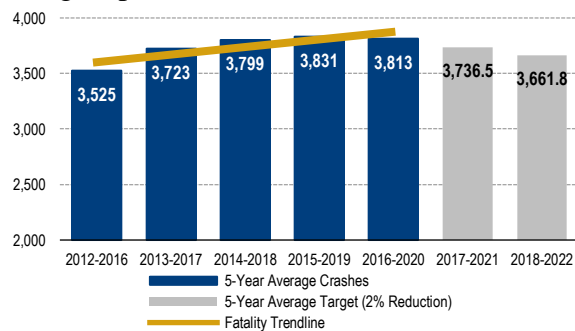
C-11) Number of bicyclist fatalities (FARS)



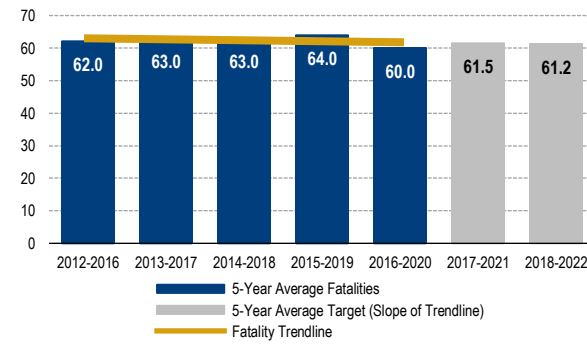
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)



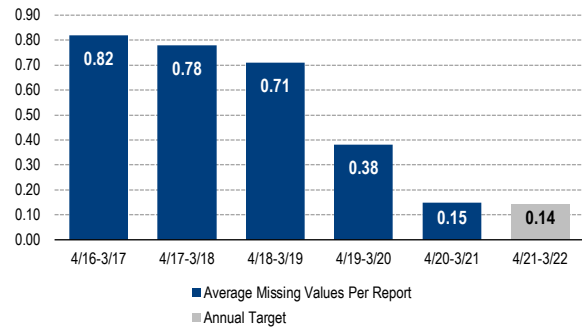
Drug Impaired Driver Crashes



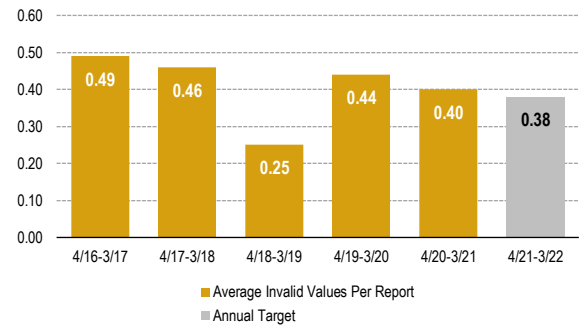
Distracted Driving Fatalities



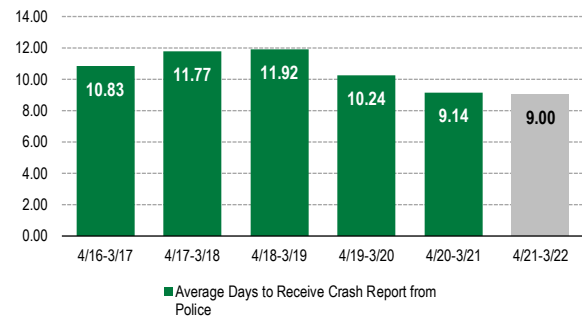
### Completeness



### Accuracy



### Timeliness



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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2022	Numeric	1,113.7	5 Year	2018

### Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2018 - 2022. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. The FFY 2022 target will continue with the goal of a 2% annual reduction established in the SHSP.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2022	Numeric	4,490.8	5 Year	2018

### Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2018 - 2022. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. For the FFY 2022 target, an adjustment has been made to level the target, to better align with the observed trend over the past five years.



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

**Performance Target details**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-3) Fatalities/VMT (FARS, FHWA)-2022	Numeric	1.113	5 Year	2018

**Performance Target Justification**

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal as identified in the SHSP is to reduce the current number of fatalities and serious injuries by two percent per year from 2018 - 2022. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. For the FFY 2022 target, an adjustment has been made to utilize a 0.5 percent growth in VMT to better align with the observed trend over the past five years.

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

**Performance Target details**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2022	Numeric	338.1	5 Year	2018

**Performance Target Justification**

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities from the period 2016 to 2020.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State)-2022	Numeric	163.1	5 Year	2018

**Performance Target Justification**

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities from the period 2016 to 2020.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2022	Numeric	436.5	5 Year	2018

**Performance Target Justification**

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based reducing the slope of the trendline by half, reducing fatalities approximately 2.3% annually from the period from 2016 to 2020.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2022	Numeric	178	5 Year	2018

**Performance Target Justification**

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities from the period 2016 to 2020.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2022	Numeric	93.7	5 Year	2018

### Performance Target Justification

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based reducing the slope of the trendline by half, reducing fatalities approximately 0.3% annually from the period 2016 to 2020.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2022	Numeric	115.6	5 Year	2018

### Performance Target Justification

The trend analysis suggests reduction in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities over the period from 2016 to 2020.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2022	Numeric	152.7	5 Year	2018

### Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting in 2022. As such, the 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, from the period 2016 to 2020.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)-2022	Numeric	17	5 Year	2018

### Performance Target Justification

The trend analysis suggests a decrease in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP from the period 2016 to 2020.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	89.9%	Annual	2022

### Performance Target Justification

The trend analysis suggests an increase in this category in 2022. The 5-year average target proposed for this measure is based on the linear trend line from 2020.

## Performance Measure: Drug Impaired Driver Crashes

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Drug Impaired Driver Crashes-2022	Numeric	3661.8	5 Year	2018

### Performance Target Justification

The trend analysis suggests an increase in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities from the period 2016 to 2020.

## Performance Measure: Completeness

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness-2022	Numeric	0.14	Annual	2022

Primary performance attribute: **Completeness**

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

### Performance Target Justification

The target value for 2022 is 0.14. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and moving more police agencies to electronic submissions which allows for pre-submittal editing. Dashboard items for police completeness has been added to the Pennsylvania Crash Information Tool (PCIT) which displays the number of missing data fields per case for a selected date range. Additionally, audits may be performed to isolate police agencies with the highest rate of missing fields and “unknown” values for key fields. Police education will be handled through the State Traffic Records Program Support project.

## Performance Measure: Accuracy

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Accuracy-2022	Numeric	0.38	Annual	2022

Primary performance attribute: **Accuracy**

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

### Performance Target Justification

The target value for 2022 is 0.38. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs and providing additional training. Dashboard items for police completeness has been added to PCIT, which displays the number of invalid data items encountered per case for a selected date range. Additionally, audits may be performed to isolate police agencies with the highest rate of invalid values. Police education will be handled through the State Traffic Records Program Support project.

## Performance Measure: Timeliness

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Timeliness-2022	Numeric	9.0	Annual	2022

Primary performance attribute: **Timeliness**

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

### Performance Target Justification

The target value for 2022 is 9.0. 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. For submission of crash data, police education will be handled through the PCIT timeliness metric and contacts by the Traffic Records Program Support staff.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Complete Projects to Enhance Driver Education in Pennsylvania-2022	Numeric	2	Annual	2022

### Performance Target Justification

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

## Performance Measure: Distracted Driving Fatalities

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Fatalities-2022	Numeric	61.2	5 Year	2018

### Performance Target Justification

The trend analysis suggests increase in this category in 2022. The 5-year average target proposed for this measure is based on aligning with the goal of a 2% annual reduction established in the SHSP, reducing fatalities from the period 2016 to 2020.

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

I certify: **Yes**

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

Seat belt citations: **7,513**

Fiscal Year A-1: **2020**

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

Impaired driving arrests: **4.369**

Fiscal Year A-2: **2020**

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

Speeding citations: **54,084**

Fiscal Year A-3: **2020**

## Program areas

### Program Area: Communications (Media)

#### Description of Highway Safety Problems

PennDOT's Central Communications Office and District Safety Press Officers (SPO) manage highway safety media through partnerships with local safety programs and law enforcement. Press and social media announcements promoting enforcement activities, law-enforcement trainings, safety initiatives, and community events are reviewed, sent out, and tracked year-round. SPOs send press releases, hold school and community outreach programs, and organize safety media events to help educate the public through our safety messages. Central communications office staff also help by promoting national mobilizations and by continuing to promote the Pennsylvania Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

PennDOT's social media presence continues to grow, with safety messages frequently appearing on our digital assets. The department's Facebook, Instagram, Twitter, and YouTube platforms continue to add more opportunity for our target audiences to receive safety messages beyond the focused paid media periods.

The department annually updates its yearlong Safety Communications Plan, which includes state, national, and industry safety initiatives, along with suggested and required media activities. The plan includes PSAs, school messages, social media posts, templates for media announcements, and partnership ideas. Communications staff will take steps to further update and enhance the usability of the plan for FY2022.

High-visibility enforcement campaigns promoted by SPOs through partnerships with local safety programs and law enforcement include:

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - National Teen Mobilization	10/11-10/23	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign-Halloween	10/15-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking



Pedestrian Enforcement Wave 1	10/18-10/22	150	Yes	In coordination with National School Bus Safety Week and Pedestrian Safety Month. Earned Media Theme: Pedestrian safety, school bus safety
Aggressive Driving Wave 1	10/25-11/14	300	Yes	Earned Media Theme: Move Over Law, school bus, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/15-11/28	350	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/24-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/9-2/13	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/4-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/18-4/24	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, speeding, work zone awareness
Pedestrian Enforcement Wave 2	5/2-5/15	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, and crossing in crosswalks
CIOT - National Enforcement Mobilization	5/16-6/5	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign – July 4th	6/20-7/4	350	Yes	Earned Media Theme: Boating under the influence, public transportation/ride sharing
Aggressive Driving Wave 3	7/5-8/21	300	Yes	In coordination with Back to School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy Truck, pedestrian safety, red light running, tailgating

Impaired Driving Campaign - National Crackdown	8/17-9/5	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/11-9/24	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Impaired Driving Campaign - Fat Tuesday	3/1	5	No	Projects and Police Departments are encouraged to participate if their local community has a celebration
Impaired Driving Campaign - Cinco de Mayo	5/5	15	No	Projects and Police Departments are encouraged to participate if their local community has a celebration

### Be Safe PA

PennDOT will be using state funds for paid advertising in Fiscal Year 2022. Paid media campaigns are coordinated and implemented by Central Communications Office staff, who ensure that each campaign has consistent messaging. Introduced in FFY2020, “Be Safe PA” will again be used on all media buy materials, on the website, and in messaging on social media in an effort to make highway safety messages more easily recognizable by our audience. State media buys complement corresponding federal media buys occurring during the same timeframe. All designs, slogans, and media budgets must be approved by the Governor’s Press Office before proceeding. The media campaign is statewide, but with heavier concentrations in high crash counties.

Paid media will be purchased for the following events:

#### **Statewide Aggressive Driving Enforcement Wave 2, March 2022**

The campaign will focus on speeding, urging drivers to “Slow Down, Safe a Life.” Males age 18 to 34 will be the primary demographic. Campaign materials will include digital, radio, and out of home advertisements, including billboards and gas pump toppers.

Independence Day

#### **National Distracted Driving Awareness Month, April 2022**

Digital radio, and gas/convenience store advertising will include all forms of distraction, such as cell phone use, eating, and dashboard controls, advising motorists, “Distractions are everywhere. Don’t Drive Distracted.” Males age 21 to 34 are the target demographic for this messaging. The campaign will run in conjunction with other National Distracted Driving Awareness Month activities.

#### **Click it or Ticket National Enforcement Mobilization, May 2022**

The campaign will consist of digital, radio, and out of home advertising,

including billboards and gas pump toppers. Males 21 to 34, nighttime drivers, and pickup truck drivers are the target demographic. This demographic has been identified as least likely to wear a seatbelt.

**Independence Day Impaired Driving Enforcement, June 2022**

The campaign will consist of digital advertising, radio messaging, and point of purchase signage. Males age 21 to 34 will be the primary demographic. This demographic has been identified through the Court Reporting Network (CRN) data as the largest contributor to the DUI crash problem.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	338.1
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	163.1
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	436.5
2022	Distracted Driving Fatalities	2022	5 Year	61.2

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: Communication Campaign (Media)**

**Program Area: Communications (Media)**

**Project Safety Impacts**

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

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

### **Linkage Between Program Area**

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

### **Rationale**

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

The level of state funding allocated to this countermeasure reflects production costs and paid media, as well as general printed materials demand.

### **Evidence of Effectiveness:**

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

HSP Guidelines No. 8, I A, II B

### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
State Funded	Communication Campaign (Media)

## **Program Area: Community Traffic Safety Program**

### **Description of Highway Safety Problems**

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

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

In Fall of 2019, the PA Highway Safety Office presented the CTSP network with a Grant Writing Seminar in preparation for the FFY21 application period. The seminar began with background on the federal funding sources that are utilized for Highway Safety Grants. The seminar covered the development of the Problem Identification section, including establishing baselines, importance of data, and a comprehensive list of potential data sources, letters of support for multi-county grant applications, proposal requirements, and closed with outcome and process evaluation strategies. Handouts and a copy of the presentation were distributed physically and digitally to the attendees. Safety Press Officers were in attendance to create awareness, garner support and encourage additional collaboration during the proposal writing period.

A Restricted Access section of the Pennsylvania Crash Information Tool has been deployed for recipients of the Highway Safety grants to all finalized (but not yet publicly released) crash data. While any queried data for non-publicly released data in the restricted access tools cannot be shared externally, we encourage the use of the data in the planning of activities and execution of countermeasures with the most up-to-date information. Furthermore, to assist in the development of future grant proposals, a pre-written query provides the minimum criteria of crash data required to complete their proposals, but applicants are encouraged to also seek pertinent data outside of the crash data.

These tools are provided to supplement the local-level data analysis which is required as part of this grant program. Analyzing the crash picture of a coverage area is vital to the success of behavioral traffic safety programming. In addition to the tools provided, CTSP grantees review various data sources to inform and develop programming. Projects commonly utilize data from municipal police departments, regional health agencies, and demographic data to determine what will work best for their efforts. Our goal is to support that analysis and to ensure that grantees have the tools to address emerging trends.

The PA Highway Safety Office (HSO) utilizes an allocation formula to fund the CTSPs. The formula uses 5-year averages of county-specific data, is weighted 75% Class C licensed drivers and 25% reportable crashes. Using Class C Licensed Drivers in the calculation reduces the influence of annual trend deviations in crash data to promote stability, long-term planning, and reduce financial penalties for successful programs. Additionally, the HSO limits primary sponsorship of CTSP grants to county governments only. This ensures adequate and consistent documentation of consent by counties for usage of allocated safety funds, which is a federal requirement.

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

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)*	2022	5 Year	1,140.6
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)-2022	2022	5 Year	4,445.6

*\*All other fatality related Performance measures are considered under C-1 for this Program Area*

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Educational and Outreach Programs (CTSP)
Highway Safety Office Program Management

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

### **Program Area: Community Traffic Safety Program**

#### **Project Safety Impacts**

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

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

#### **Evidence of Effectiveness:**

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

#### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
CP-2022-01	Community Traffic Safety Projects

## Planned Activity: Community Traffic Safety Projects

Planned activity number: CP-2022-01

### Planned Activity Description

Tasks include identifying enforcement training needs, partnering with local organizations to address identified safety focus areas, assisting enforcement agencies to target local problems based on crash data, serving as a local contact for the general public, acting on PennDOT's behalf in the development of local safety action plans and safety efforts, providing educational programs to schools and local employers, and providing outreach and education on a variety of traffic safety issues to Magisterial District Justices (MDJ). Those CTSPs with official seat belt survey sites within their jurisdictions are asked to conduct informal seat belt surveys to monitor seat belt usage rates throughout the year.

### Intended Subrecipients

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

### Countermeasure strategies in Planned Activity

Countermeasure Strategy
Educational and Outreach Programs (CTSP)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$645,237.60	\$0.00	\$645,237.60
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,794,912.25	\$0.00	\$1,794,912.25

### Countermeasure Strategy: PA Highway Safety Office Program Management

#### Program Area: Community Traffic Safety Program

#### Project Safety Impacts

23 CFR § 1300.4 describes the authority and functions of a State Highway Safety Agency. Standard components of any state highway safety program include Planning and Administration and Program Management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program.



Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This countermeasure captures those Program Management costs not applicable to Planning & Administration.

**Linkage Between Program Area**

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

**Rationale**

This countermeasure was selected to provide administrative support functions as part of standard State Highway Safety Office program management in accordance with 23 CFR § 1300.4. The level of funding allocated to this countermeasure is consistent with projected costs for HSO Program Management and associated grant program-related travel and training needs.

**Planned activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
CP-2022-03	Grant Program Training Needs
CP-2022-04	PA Highway Safety Office Program Management

**Planned Activity: Grant Program Training Needs**

Planned activity number: CP-2022-03

**Planned Activity Description**

The State Highway Safety Office established this project to address training needs necessary to support the objectives of the overall Highway Safety Plan which are not otherwise included in established projects. This project is in direct support of these programs and activities. Funding under this project will be directed at trainings needs for the PennDOT Program Services Unit staff as well as the PennDOT District Safety Press Officers. Trainings supported by this project include the Fall Outreach Coordination Workshop, the Annual PA Traffic Safety Conference, and attendance to other local and national conferences directly related to programs and activities within in the Highway Safety Plan. Another example expense under this project is to provide funding for newly implemented County DUI Court staff to attend the training conducted by the National Center for DWI Courts (NCDC). The new County DUI Courts learn the 10 Guiding Principles for DWI Courts which is essential to the overall success of the program.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$5,288.51	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,711.49	\$0.00	\$0.00

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

Planned activity number: CP-2022-04

**Planned Activity Description**

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

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Highway Safety Office Program Management

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$118,991.43	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$331,008.57	\$0.00	\$0.00

## **Program Area: Driver Education and Behavior**

### **Description of Highway Safety Problems**

Young drivers are substantially over-involved in crashes compared with adult drivers, even more so per mile driven (Countermeasures that Work, 8th ed.). In 2019, 124 drivers age 20 or younger were involved in fatal crashes in Pennsylvania. According to the 2020 Pennsylvania Child Death Review Annual Report, 76.0 percent of children involved in motor vehicle deaths were between the ages of 15 – 21 years. Of the motor vehicle deaths reviewed, 75 (90.4%) deaths were determined [...] to be preventable.” Driver’s education, education programs, and awareness programs are inclusive in their list of remediation recommendations.

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

Efforts to educate Pennsylvania drivers in safe driving techniques will be approached proactively through our local schools. The Institute for Rural Health and Safety (IRHS) at the Indiana University of Pennsylvania (IUP) is the only institute of higher education in Pennsylvania that teaches driver’s education. They will be assessing the existing forms of driver’s education within our schools and developing complementary guidance for our CTSP’s to deliver to our public schools. This guidance will enhance existing driver’s education by expanding the curriculum to focus on the reinforcement of visual scanning, attention maintenance, and speed management. This project began in FFY 2019 with a 2-year agreement. The IRHS experienced a delayed start so this project was extended for FFY 2021 and FFY 2022 to complete the project and to continue to enhance their updated driver’s education curriculum to address this new generation of drivers.

Also, under the umbrella of education, is a new effort for Pennsylvania that offers a new choice for individuals that have accumulated 6 points (or more) on his or her driver’s license. As a result of a hearing, the Driver Safety Examiner would be able to recommend driver improvement school. Pennsylvania’s Department of Transportation’s Bureau of Driver Licensing (BDL) will develop this school as an option for these individuals. This will give the violators a third option to undergoing an examination or a driver’s license suspension. This project was delayed in FFY 2020 and then halted due to restrictions of the national pandemic in spring of 2020. Due to this delay, the project was continued in FFY 2021 and will be completed in FFY 2022 as the project finalizes the implementation of the school.

### **Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	Complete Projects to Enhance Driver Education in Pennsylvania	2022	Annual	2

## Countermeasure Strategies in Program Area

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

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

#### Program Area: Driver Education and Behavior

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

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

#### Evidence of Effectiveness

CTW, Chapter 3: Sections 3.2

#### Planned activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
DE-2022-01	Implementation of a Driver Improvement School

## Planned Activity: Implementation of a Driver Improvement School

Planned activity number: DE-2022-01

### Planned Activity Description

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

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

### Intended Subrecipients

The Pennsylvania Department of Transportation Bureau of Driver Licensing.

### Countermeasure strategies in Planned Activity

Countermeasure Strategy
Diversion and Plea Agreement Restrictions; Traffic Violator School

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Driver Education (FAST)	\$18,862.40	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Driver Education (FAST)	\$52,471.15	\$0.00	\$0.00

## **Countermeasure Strategy: Educational and Outreach Programs**

### **Program Area: Driver Education and Behavior**

#### **Project Safety Impacts**

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

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

#### **Evidence of Effectiveness:**

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

#### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
DE-2022-02	Novice Driver Statewide Program Support

## Planned Activity: Novice Driver Statewide Program Support

Planned activity number: DE-2022-02

### Planned Activity Description

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

### Intended Subrecipients

Indiana University of Pennsylvania.

### Countermeasure strategies in Planned Activity

Countermeasure Strategy
Educational and Outreach Programs

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Driver Education (FAST)	\$79,327.62	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Driver Education (FAST)	\$220,672.38	\$0.00	\$0.00

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

### Description of Highway Safety Problems

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

As revealed by state crash data, the most prevalent group of drinking-drivers involved in crashes are male drivers age 21-35. Male drivers in this age group accounted for more than 34% of all drinking-driver crashes in 2019. The breakdown of vehicle type driven by the drinking driver is 56% passenger car and 39% small truck or SUV. Of all drinking-drivers involved in crashes in 2019, 73% were male. Additionally, 75% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 63% were the drinking drivers themselves.

The Table below shows the number of arrests for driving under the influence and the rate of arrests per 100 thousand licensed drivers for the past five years. As per Section 3816 of Title 75, individuals charged with a DUI are required to be evaluated using Court Reporting Network (CRN) tools to determine the offender’s involvement in alcohol or drugs prior to sentencing. There were more than 32,300 CRN evaluations conducted during 2020. According to these evaluations, year-ending statistics show that 72.3% of all arrests for DUI offenders were male, 43.9% were in the 21-35 age range, 76.9% were white, 58.1% were single or not married, and the average BAC for all offenders at time of arrest was 0.17%.

	2016	2017	2018	2019	2020
Total DUI Cases (per AOPC)	53,578	52,189	49,730	48,265	40,237
Licensed Drivers in Pennsylvania	8,533,514	8,580,848	8,518,955	8,548,891	8,533,514
DUI Arrest Rate (per 100K drivers)	628	608	584	565	472

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

Just over 27% of the DUI arrests in 2020 were a result of an impaired driving crash. As shown in the table below, on average, one drinking driver fatality occurred for every 19 drinking driver crashes and one drugged driver fatality occurred for every 30 drugged driver crashes in 2020.



The second table below shows the corresponding increase in drug-related impaired driving charges. It is not clear whether the drug-impaired driving problem is increasing or if law enforcement is becoming better in identifying drug-impaired drivers through increased training. What is certain is that it will take a comprehensive approach to achieve our goals in reducing impaired driving crashes and fatalities.

<b>DUI Crashes</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Alcohol-Impaired Crashes (0.08+)	3,976	3,993	3,740	3,386	2,494
Alcohol-Impaired Fatalities (0.08+)	193	178	199	182	181
Drugged Driver Crashes	4,082	4,249	3,601	3,448	3,684
Drugged Driver Fatalities	144	130	126	103	132

*Source: PennDOT Crash Reporting System*

<b>DUI Charges</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
§ 3802(a)(2) [BAC 0.08 to 0.099]	2,927	2,690	2,400	2,396	1,583
§ 3802(b) [BAC 0.10 to 0.159]	10,534	9,988	9,473	9,121	6,098
§ 3802(c) [BAC 0.16+]	17,575	16,398	15,339	14,127	10,275
§ 3802(d) [Controlled Substance]	32,470	33,985	33,712	35,541	34,364

*Source: Administrative Office of Pennsylvania Courts*

As already stated, the Commonwealth is experiencing an increase in the arrests stemming from impaired driving due to drugs. This increase is most likely due to the amount of efforts being placed in drugged driving recognition and training for law enforcement. From 2016 to 2020, the number of drinking driver crashes decreased 27 percent. Crashes involving a drugged driver decreased just under 10 percent over the same period. Charges for drug impaired driving (DUI-d) increased nearly 6 percent over the same period. The majority of law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course is targeted towards officers that are already NHTSA SFST certified. Thousands of law enforcement officers in Pennsylvania have received ARIDE training. The number of crashes due to a drugged driver and DUI charges for drug impairment are both increasing compared to alcohol impairment.

A contributing factor to the rise in both drug-impaired driving arrests and crashes is the continual increasing efforts towards training law enforcement to better detect the drug-impaired driver. The thousands of officers who have received ARIDE training and the more than 200 DREs are directly related to the increase in arrests. Other issues such as the national opioid epidemic, the

medical marijuana program, as well as the push to legalize recreational marijuana have increased the number of drugged drivers on the Commonwealth's highways.

The DRE tablet project began in June 2018 and greatly eased the DRE reporting burden. Nearly 200 tablets were distributed to DREs. It has allowed for the completion of reports in significantly less time, contributing to the expediency and efficiency of the impaired driving investigation. The tablets are utilized during DRE certification testing and evaluation, which greatly reduces administrative burden during the certification phase. The DRE program administrators use the tablets to monitor and review evaluations prior to completion which has improved timeliness of data submission. One of the most beneficial aspects of the DRE tablets has been its impact during the evaluation itself. The evaluation of a suspected DUI offender takes approximately 45 minutes. Before the tablets it would take DREs roughly 90 to 120 minutes to complete the related reporting requirements. The tablet has reduced this time to an average of 30 minutes. With more than 2,000 DRE evaluations conducted each year in Pennsylvania, this has saved approximately 3,000 hours.

The next major project on the horizon for improving the DRE program will be to establish a more expedient and efficient DRE contact/callout process. A recent improvement to the procedure has been a searchable database of available DREs for dispatch centers to use during callout requests. This is planned to evolve into a single contact point and a policy driven paging system to ensure a DRE assists any officer requesting evaluation of a suspected DUI offender.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	163.1
2022	Drug Impaired Driver Crashes	2022	5 Year	3661.8

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility and Sustained DUI Enforcement
Judicial Education
Law Enforcement Training
Prosecutor Training

## **Countermeasure Strategy: DWI Courts**

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

#### **Project Safety Impacts**

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.

#### **Linkage Between Program Area**

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

#### **Rationale**

According to the PennDOT Annual Report to Legislature on DUI, nearly 60% of the total offenders convicted of a DUI offense during 2020 are repeat offenders. This countermeasure has been selected to provide start-up costs associated with establishing new county DUI court programs as an effort to reduce recidivism among DUI offenders.

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

#### **Evidence of Effectiveness:**

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

#### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
M5CS-2022-01	DUI Courts

## Planned Activity: DUI Courts

Planned activity number: M5CS-2022-01

### Planned Activity Description

Last year in Pennsylvania, there were more than 10,200 convictions for a second or subsequent DUI offense. The convictions accounted for nearly 60 percent of all DUI convictions during 2020. These are the offenders for which the normal sanctions for an impaired driving arrest had no impact or behavioral modification. DUI Courts are structured to address underlying issues such as alcohol or drug dependency and mental health problems in an intense probationary approach with frequent interaction between the repeat DUI offender and components such as treatment and the court system. This method and approach emulates the proven Drug Court model. PennDOT provides counties with grants for DUI Court to address recidivism. The DUI Courts structured similarly to the preexisting Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism.

### Intended Subrecipients

County Commonwealth Courts, exact recipients yet to be determined.

### Countermeasure strategies in Planned Activity

Countermeasure Strategy
DWI Courts

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$18,434.42	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$56,565.58	\$0.00	\$0.00

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

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

#### **Project Safety Impacts**

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

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 725 municipal police departments can participate in the Commonwealth's high visibility and sustained DUI enforcement efforts.

#### **Evidence of Effectiveness:**

Countermeasures That Work

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

## Planned activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
M5HVE-2022-01	PA State Police Traffic Safety Initiatives (405d)
PT-2022-04/M5HVE-2022-02	Municipal Police Traffic Services Enforcement Program (405d)

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

Planned activity number: M5HVE-2022-01

#### Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks funded during FFY 2022:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Nonmotorized Enforcement Program

Task Description(s) related to this Program Area:

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

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just under 40 percent of crashes from 2016 to 2020 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. During FFY 2020, the PSP conducted nearly 1,700 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2020 resulted in over 27,000 vehicle contacts and 1,335 of those motorists were arrested for impaired driving.

#### Intended Subrecipients

Pennsylvania State Police

## Countermeasure strategies in Planned Activity

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$516,163.74	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,583,836.26	\$0.00	\$0.00

## Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: PT-2022-04/M5HVE-2022-02

### Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2022 that fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund approximately fifty (50) of these grants in FFY 2022. Funding under the municipal police traffic services enforcement program will ultimately reach nearly 725 police departments in Pennsylvania.

Under the impaired driving focus area of the Police Traffic Services Enforcement Program, PennDOT will offer enforcement grants addressing road segments with the highest DUI crash numbers statewide as reported by municipal police. Participating departments conduct DUI enforcement operations, including sobriety checkpoints, roving patrols, mobile awareness patrols, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations.

Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed for the PTS grantees to assist them in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local crash data by date, time, and location as well as by safety focus area, enhancing the evidence-based enforcement details. The law enforcement liaisons as well as the regional DUI program administrators will also be trained on the PCIT tools. While it is not mandated that the

grantees use the PCIT tools as the only source of problem identification for enforcement, PennDOT encourages law enforcement grantees use all available such as local arrest records and local crash data analysis.

Per the PennDOT Crash Records System, during 2016 to 2020 local police departments reported 18,404 crashes involving an impaired driver which resulted in an injury or fatality. To be the most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at police departments who reported 16,853 of the 18,404 impaired driver crashes. In other words, approximately 92% of the impaired driver related crashes resulting in an injury or fatality are targeted by grant funded enforcement under the Police Traffic Services program. Grant-funded high visibility DUI enforcement conducted by local police in FFY 2020 resulted in over 59,000 vehicle contacts and more than 1,100 of those motorists were arrested for impaired driving.

### Intended Subrecipients

Eligible applicants include local governments\*.

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

### Countermeasure strategies in Planned Activity

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

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$139,293.67	\$0.00	\$139,293.67
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$387,485.03	\$0.00	\$387,485.03
2021	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$514,615.94	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,579,086.88	\$0.00	\$0.00



## **Countermeasure Strategy: Judicial Education**

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

#### **Project Safety Impacts**

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

The level of funding allocated to this countermeasure reflects an amount necessary to support a part-time Judicial Outreach Liaison position in FFY 2022.

#### **Evidence of Effectiveness:**

HSP Guidelines No. 8, II E

#### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
M5TR-2022-04	Judicial Outreach Liaison

#### **Planned Activity: Judicial Outreach Liaison**

Planned activity number: M5TR-2022-04

#### **Planned Activity Description**

Pennsylvania funds a state-sanctioned Judicial Outreach Liaison with the main focus of involving the judicial community in the highway safety community. During this time the Pennsylvania State Highway Safety Office granted with a Common Pleas Judge and established a program for judicial outreach in the Commonwealth primarily focusing on impaired driving issues. Every year in Pennsylvania the courts process more than 40,000 cases stemming from impaired driving. In some counties, DUI cases comprise up to half of the total cases heard in the courtroom. Questions stemming from recent DUI caselaw and individual DUI issues arise from

the judiciary; the JOL serves as that technical resource in a peer to peer exchange of information between judges. The JOL also serves as the liaison between the highway safety community and the judiciary as a whole, offering insight, sharing concerns, participating in stakeholder meetings, providing training, and promoting best practices such as DUI courts and other evidence based best practices.

**Intended Subrecipients**

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

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

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Judicial Education

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$13,764.37	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$42,235.63	\$0.00	\$0.00

**Countermeasure Strategy: Law Enforcement Training**

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

**Project Safety Impacts**

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

## Linkage Between Program Area

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

## Rationale

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

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

## Evidence of Effectiveness

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

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2022-04/M5HVE-2022-01	Institute for Law Enforcement Education
M5TR-2022-02	Statewide DUI Program Coordination

## Planned Activity: Institute for Law Enforcement Education

Planned activity number: PT-2022-04/M5HVE-2022-01

### Planned Activity Description

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

## Intended Subrecipients

Pennsylvania Department of Education.

## Countermeasure strategies in Planned Activity

Countermeasure Strategy
Law Enforcement Training

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$97,837.40	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$272,162.60	\$0.00	\$0.00
2021	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$148,704.32	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$456,295.68	\$0.00	\$0.00

## Planned Activity: Statewide DUI Program Coordination

Planned activity number: M5TR-2022-02

### Planned Activity Description

Each Federal fiscal year, PennDOT law enforcement grantees conduct high visibility DUI enforcement during both local and national mobilizations as well as sustained enforcement during other periods of the year. Maintaining this level of HVE requires police that are trained and to have the technical resources and support available. This is the role delivered by the Statewide DUI Program Coordination project. Of the individual tasks included in this project, the majority are categorized as either training or technical support. Law enforcement officers must be properly trained to maintain an effective HVE program.

The Regional DUI Program Administrators under this project will serve as trainers for trainings which include sobriety checkpoints, standardized field sobriety testing (SFST), advanced roadside impaired driving enforcement (ARIDE), and drug evaluations and classification trainings. Activity under this project also provides impaired driving technical assistance to the Police Traffic Services grantees by distributing case law updates, on-site quality assurance of sobriety checkpoints, review of standard operating procedures, and by providing responses to

law enforcement inquiries on complex DUI issues. The most crucial role served by the Regional DUI Program Administrators is acting as the liaison between the Pennsylvania Highway Safety Office and the law enforcement community.

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

Presently there are nearly 225 certified DREs in Pennsylvania who are anticipated to perform approximately 2,000 evaluations during FFY 2022. Three DRE certification schools are scheduled to occur during FFY 2022, increasing the total number of DREs. To facilitate accurate data entry, tablets have been issued to all DREs who conduct a minimum of five evaluations per year.

**Intended Subrecipients**

Eligible applicants include local governments\*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations. *\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Law Enforcement Training

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$258,081.87	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$791,918.13	\$0.00	\$0.00

## **Countermeasure Strategy: Prosecutor Training**

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

#### **Project Safety Impacts**

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

The level of funding allocated to this countermeasure reflects an amount necessary to support a Traffic Safety Resource Prosecutor position in FFY 2022.

#### **Evidence of Effectiveness:**

HSP Guidelines No. 8, II D

#### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
M5TR-2022-03	Traffic Safety Resource Prosecutor

#### **Planned Activity: Traffic Safety Resource Prosecutor**

Planned activity number: M5TR-2022-03

#### **Planned Activity Description**

More than 40,000 individuals are arrested for impaired driving each year in Pennsylvania. These DUI arrests are comprised of nearly 90,000 total charges. Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of enforcement efforts. The TSRP under this contract acts as both a trainer and legal expert on DUI matters for law enforcement officers and prosecutors statewide. Tasks under this position include providing trainings ranging from case law to case presentation and serving as an on-demand resource for legal issues in DUI

cases. The TSRP also provides timely opinions on changes in case law stemming from recent DUI court cases.

**Intended Subrecipients**

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

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

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Prosecutor Training

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$49,158.45	\$0.00	\$0.00
2022	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$150,841.55	\$0.00	\$0.00

## **Program Area: Motorcycle Safety**

### **Description of Highway Safety Problems**

The number of licensed motorcycle riders in Pennsylvania has declined slightly over the last ten years. From 2011 to 2020, Pennsylvania saw a 4.2 percent decrease in licensed motorcyclists and a 6.5 percent decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. The majority of multi vehicle crashes involving a motorcycle over the past 4 years have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Motorcycle fatalities in Pennsylvania increased significantly in 2020 to a total of 217. This number represents an increase of 43 fatalities from 2019 and accounts for approximately 19 percent of all traffic fatalities in the state. The increase in motorcycle fatalities in 2020 has also reversed the trend of declining 5-year averages of motorcyclist fatalities which had been trending downward since the period from 2007-2011. According to NHTSA, “motorcyclist are about 27 times as likely as passenger car occupants to die in a motor vehicle traffic crash” (<https://www.nhtsa.gov/road-safety/motorcycle-safety>).

Fifty-three percent of motorcyclist fatalities were unhelmeted and roughly 24 percent of all motorcycle operators killed in a crash in Pennsylvania were reported as suspected of drug and or alcohol impairment by law enforcement in 2020. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing crashes. “Helmets are estimated to be 37% effective in preventing fatal injuries for riders and 41% for passengers” (NHTSA, Traffic Safety Facts: 2019 Data: Motorcycles, April 2021). Pennsylvania’s motorcycle helmet law was revised in 2003. Currently, motorcyclists in Pennsylvania who are 21 years of age or older with 2 years riding experience or who have successfully passed the State’s free-of-charge Motorcycle Safety Program have the option to ride without a helmet.

In 2020, the number of students trained by the Motorcycle Safety Training Program decreased sharply from 13,662 to 2,113. The COVID-19 pandemic played a significant role in the decline in students trained. The Commonwealth understands the importance of a robust training program for the public and is committed to ensuring the program is sustainable for the future following the COVID-19 emergency. Through Third-Party Motorcycle Training Providers, limited training is now available for individuals interested in taking a motorcycle safety course through the Pennsylvania Motorcycle Safety Program. We expect to expand training to additional sites in the near future.



### Associated Performance Measures

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	178
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	93.7

### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Communication Campaign (MC)

#### Program Area: Motorcycle Safety

#### Project Safety Impacts

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

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

#### Linkage Between Program Area

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

## Rationale

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

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

## Evidence of Effectiveness:

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

## Planned activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
M11MA-2022-01	Motorcycle Safety Initiatives

## Planned Activity: Motorcycle Safety Initiatives

Planned activity number: M11MA-2022-01

### Planned Activity Description

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

Efforts will target reducing crashes during the peak times that saw motorcycle crashes in 2020, including spring/summer months, particularly on weekends and between the hours of 1pm and 6pm. Media buys will also target the top counties for motorcycle crashes. Messaging will be vetted with the Commonwealth’s media contractor and the Governor's Office.

## Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Driver Licensing.

## Countermeasure strategies in Planned Activity

Countermeasure Strategy
Communication Campaign (MC)

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$124,199.95	\$0.00	\$0.00
2021	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$135,800.05	\$0.00	\$0.00

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

### Description of Highway Safety Problems

The Highway Safety Office supports PennDOT’s commitment to sustainable, active, and multimodal transportation. The 2019 Pennsylvania Active Transportation Plan outlines a vision and framework for improving conditions for walking and biking across the Commonwealth. As contributors to the development of this plan, the Highway Safety Office collaborates with a variety of safety stakeholders to implement non-motorized safety-related strategies and countermeasures.

Themes addressed in the plan include enhancing safety, providing transportation equity, connecting walking and bicycling networks, leveraging partnerships, improving public health, and increasing economic mobility. Stakeholder meetings are held to monitor progress, including the statewide Pedalcycle and Pedestrian Advisory Committee, which are attended by Highway Safety Office staff.

The Highway Safety Plan addresses a key strategy included in the 2019 Pennsylvania Active Transportation Plan: *Implement additional education and enforcement programs to reduce crashes and provide a better sense of security for people who walk and bicycle.*

### Pedestrians

Pedestrian safety is an emerging focus area of highway safety. The 5-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for almost 12.9 percent in 2020. Overall, pedestrian fatalities and reported crashes involving pedestrians have fluctuated over the last five years.

According to the most recently available crash data, 36.4 percent of pedestrian crashes and fatalities occurred while pedestrians were "entering crossing/specified location". This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance. Sixty-seven percent of all pedestrian fatalities were male, which is less than 2019 (74%). Pedestrians ages 35-39 and ages 75 and over represent a sizable portion (13.7% each) of pedestrian fatalities by age group, followed by ages 60-64 (10.3%). Seventy-four percent of pedestrian fatalities occurred during non-daylight hours. This information will be used by both the educational outreach and enforcement communities to inform activity planning.

### **Bicyclists**

The total number of bicycle crashes decreased in 2020 and has been trending downward over the last 5 years; bicycle fatalities have fluctuated annually over the same time period, however, and 2016 and 2019 were the lowest. The majority of bicyclists' injuries occurred during daylight hours (77.7%), but 41% of the fatalities occurred during non-daylight hours (compared to 38% in 2019). In 2020, the majority of bicyclists were injured at intersections and almost one-half (45.5%) were fatally injured at non-intersections.

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

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

### **Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Year	152.7
2022	C-11) Number of bicyclist fatalities (FARS)	2022	5 Year	17

### **Countermeasure Strategies in Program Area**

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

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

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

#### **Project Safety Impacts**

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

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

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

#### **Evidence of Effectiveness:**

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

**Planned activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
FHPE-2022-01	Nonmotorized HVE Campaign Support

**Planned Activity: Nonmotorized HVE Campaign Support**

Planned activity number: FHPE-2022-01

**Planned Activity Description**

Funds will be used in collaboration with the PennDOT Press Office and Commonwealth Media Services to produce and distribute nonmotorized safety-related materials for use in collaboration with pedestrian high visibility enforcement operations.

**Intended Subrecipients**

Pennsylvania Department of Transportation.

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Communication Campaign (Ped/Bike)

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$44,773.01	\$0.00	\$0.00
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$80,226.99	\$0.00	\$0.00

**Countermeasure Strategy: High Visibility Nonmotorized Enforcement**

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

**Project Safety Impacts**

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

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

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

**Linkage Between Program Area**

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

**Rationale**

Pedestrian fatalities have remained high and the 5-year average trend line has been increasing over time, resulting in pedestrian fatalities accounting for almost 13% percent of total fatalities in 2020. This countermeasure was selected to compliment occupant protection, impaired driving, and speeding/aggressive driving enforcement efforts, ensuring enforcement is directed at the most problematic driver behaviors as defined by crash data.

The level of funding allocated to this countermeasure reflects a projected amount necessary to sustain the roughly fifty (50) participating police departments within the Police Traffic Services grant program in FFY 2022. Participating police departments and allocation amounts within these agreements are prioritized based on crash data analysis.

**Evidence of Effectiveness:**

Countermeasures That Work  
 Chapter 8: Sections 4.2, 4.4

**Planned activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
FHLE-2022-01	PA State Police – Nonmotorized Enforcement Program
FHLE-2022-02	Municipal Police Traffic Services Enforcement Program

## **Planned Activity: PA State Police - Nonmotorized Enforcement Program**

Planned activity number: FHLE-2022-01

### **Planned Activity Description**

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks funded in FFY 2021:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Nonmotorized Enforcement Program

Task Description(s) related to this Program Area:

### **Task 6 – Nonmotorized Enforcement**

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

The Pennsylvania State Police (PSP) will focus enforcement, training, awareness, and education around current Pennsylvania pedestrian and bicycle safety laws. PSP will conduct pedestrian and bicycle safety enforcement at large events (i.e.: PA Farm Show), create safety campaigns, and partner with other agencies/organizations for enforcement and outreach. PSP will focus enforcement during mobilizations with a pedestrian and bicycle safety focus and conduct sustained enforcement in areas where pedestrian and bicycle crash statistics dictate.

Using a data driven approach, PSP Bureau of Patrol will distribute funding to their Troops based on PSP crash data analysis.

### **Intended Subrecipients**

Eligible applicants include local governments\*.

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



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

**Countermeasure strategies in Planned Activity**

<b>Countermeasure Strategy</b>
High Visibility Pedestrian Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$197,001.25	\$0.00	\$0.00
2022	FACT Act 405h Nonmotorized Safety	405h Law Enforcement	\$352,998.75	\$0.00	\$0.00

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

Planned activity number: FHLE-2022-02

**Planned Activity Description**

PennDOT will continue the enforcement grants for FFY 2022 that fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund approximately fifty (50) of these grants in FFY 2022. Funding under the municipal police traffic services enforcement program will ultimately reach approximately 700 police departments in Pennsylvania.

The pedestrian safety component of the municipal police traffic services enforcement 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. Similar to the pilot effort in FFY 2018 and in support of the 2019 Pennsylvania Active Transportation Plan, municipalities will be prioritized and targeted by crash data analysis. A summary of each municipality’s pedestrian crash picture, along with demographic information, will be given to the municipalities to provide them with a better understanding of the problem, and in turn, promote their participation.

## Intended Subrecipients

Eligible applicants include local governments\*.

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

## Countermeasure strategies in Planned Activity

Countermeasure Strategy
High Visibility Pedestrian Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$176,999.94	\$0.00	\$0.00
2022	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$317,159.16	\$0.00	\$0.00

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

### Description of Highway Safety Problems

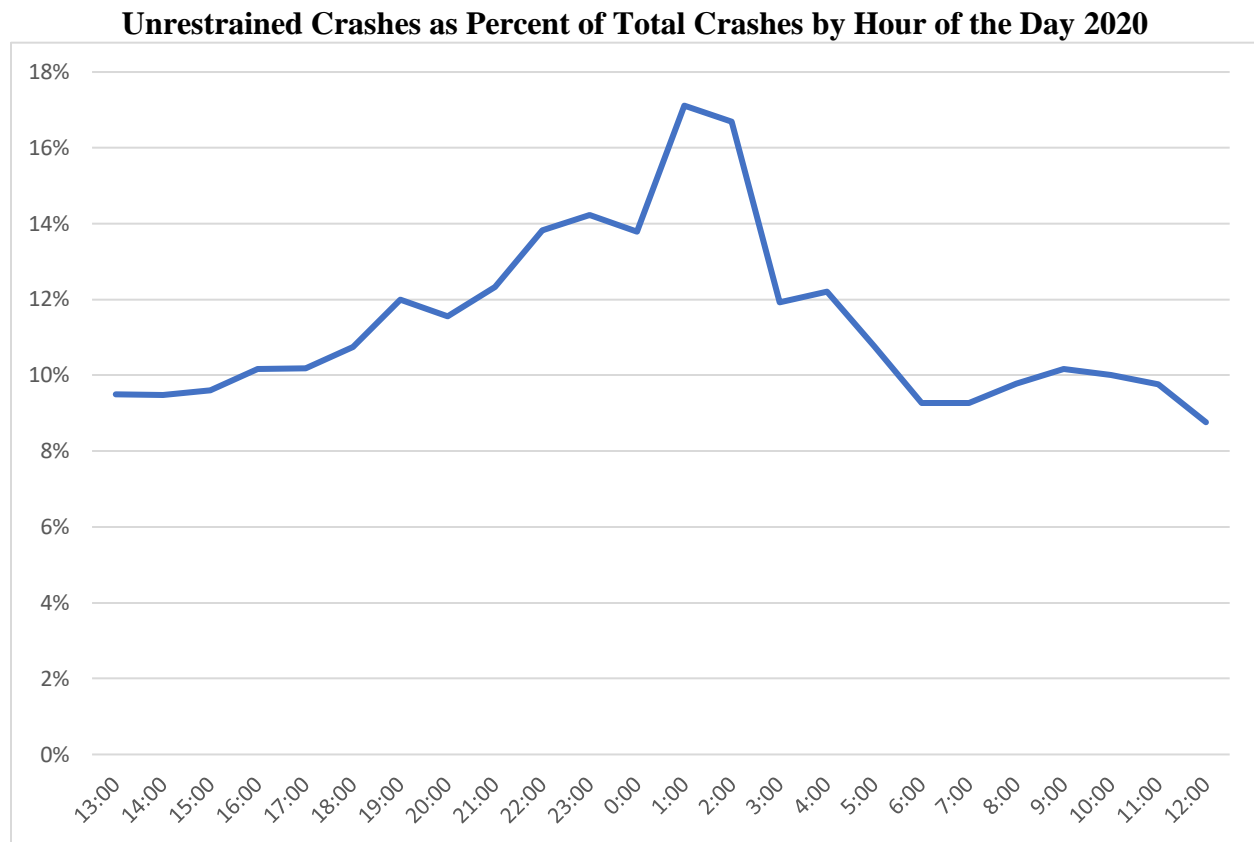
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. Historical data shows that the Pennsylvania seat belt use rate increased significantly when the state's first seat belt law was passed in 1987 and afterward there was a steady increase in use. The rate averaged 86% from 2012-2020 with slight increases in 2018, 2019 and 2020.

In 2020, 8.4 percent of all people involved in crashes where belt usage was known and applicable were unbelted. The unbelted death rate is more than 16 times the belted death rate; 0.13% of belted occupants and 2.28% of unbelted occupants in reportable crashes died as a result of the crash. From 2016-2020, 83 percent of the children aged 0-4 who were involved in crashes and restrained in a child seat sustained no injury.

The number of unrestrained fatalities increased from 330 in 2019 to 348 in 2020. Despite this 5.5% increase from 2019 to 2020, the five-year average number of unrestrained passenger

vehicle occupant fatalities continues to decrease. Unrestrained suspected serious injuries increased, from 915 in 2019 to 994 in 2020.

In 2020, 21.0% of unbelted crashes occurred between the hours of 10 PM and 5 AM. The chart below shows unrestrained crashes as a percent of total crashes in Pennsylvania. There is a significant increase in unrestrained crashes during these hours.



As shown below in the table *Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage 2016-2020*, over 5.5 percent of the reported teen driver crashes were unrestrained for 2016-2020. Additionally, the percentage of unrestrained drivers in the 20 to 29 age range remained above the state average. This is a concerning trend noticed in Pennsylvania. Our state media contractor has run targeted messaging to increase outreach to this age group. The Highway Safety Office has also placed an emphasis on media and enforcement of teen drivers in the hopes of establishing good driving behaviors early to seed future gains in the subsequent decade of life.

Community Traffic Safety Projects have enhanced outreach efforts to colleges and universities towards reaching young drivers in the 20-29 age group to help support the idea of maintaining safe driving habits as they leave the teenage years.

Also, of concern is the number of crashes reported as ‘Other/Unknown’. Often the reporting officer has insufficient or conflicting information to make a decision when documenting belt use. PennDOT will continue reaching out to police departments which display higher than average usage of ‘Other/Unknown’ on crash reports to explore training opportunities which could increase the decision-making capabilities of reporting officers. Last year’s efforts resulted in a 0.12 percent reduction in the use of ‘Other/Unknown’ based on percentage of total applicable crashes.

**Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage:  
2016-2020**

<b>Age</b>	<b>Restrained</b>	<b>Unrestrained</b>	<b>Other/ Unknown</b>	<b>Total</b>	<b>Percent Unrestrained</b>
16-19	73,181	4,803	7,544	85,528	5.62%
20-24	106,928	9,924	17,214	134,066	7.40%
25-29	93,625	9,347	17,935	120,907	7.73%
30-34	76,729	7,140	14,541	98,410	7.26%
35-39	65,483	5,541	11,720	82,744	6.70%
40-44	56,541	4,354	9,279	70,174	6.20%
45-49	57,599	3,910	8,493	70,002	5.59%
50-54	57,315	3,697	8,397	69,409	5.33%
55-59	54,503	3,347	7,636	65,486	5.11%
60-64	45,964	2,529	5,995	54,488	4.64%
65-69	33,862	1,659	3,923	39,444	4.21%
70-74	24,391	1,216	2,703	28,310	4.30%
75-79	16,566	860	1,695	19,121	4.50%
80-84	10,729	542	1,023	12,294	4.41%
85-89	6,024	317	621	6,962	4.55%
90-94	1,850	114	203	2,167	5.26%
>94	267	21	185	473	4.44%
Unknown	453	2,242	13,262	15,957	14.05%
<b>Total</b>	<b>782,010</b>	<b>61,563</b>	<b>132,369</b>	<b>975,942</b>	<b>6.31%</b>

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

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	338.1
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	89.9%

### Countermeasure Strategies in Program Area

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

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

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

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

#### Rationale

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

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

**Evidence of Effectiveness:**

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

**Planned activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
OP-2022-01	PA State Police Traffic Safety Initiatives
CP-2022-02	Statewide Child Passenger Safety Program Coordination

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

Planned activity number: OP-2022-01

**Planned Activity Description**

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks funded in FFY 2022:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Nonmotorized Enforcement Program

Task Description(s) related to this Program Area:

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

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

**Intended Subrecipients**

Pennsylvania State Police

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Child Restraint System Inspection Station(s)

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$13,221.27	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$36,778.73	\$0.00	\$0.00

## Planned Activity: Statewide Child Passenger Safety Program Coordination

Planned activity number: CP-2022-02

### Planned Activity Description

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

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

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

**Car Seat Loaner Programs:** The cost of obtaining child restraints can be a barrier to some families in using them. A Child Passenger Restraint Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child

restraint seats or child booster seats for loaner programs to distribute to qualified families. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loan Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is publicly available on the project's website.

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

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

**a) Population Coverage**

- i) Pennsylvania maintains an active network and directory of Child Restraint Inspection Stations in 67 of 67 counties (100% population coverage). In addition to the Child Restraint Inspection Stations, Pennsylvania maintains a network of Car Seat Loaner Programs in 55 of 67 counties (95.0% population coverage).

**b) Underserved Areas**

- i) Approximately half, 51.8 percent, of these Loaner Programs are operated by nationally certified Child Passenger Safety Technicians. All counties are served through Hospital Education as required by 75 Pa.C.S. § 4583 and provided through RFP 3518R21 and PennDOT subgrantee Community Traffic Safety Projects through child passenger safety educational outreach and awareness programs.

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

- (a) Availability of restraint devices. --The hospital, in conjunction with the attending physician, shall provide the parents of any newborn child with any information regarding the availability of loaner or rental programs for child restraint devices that may be available in the community where the child is born.
- (b) Instruction and education programs. --The department shall provide instructional and educational program material through all current public information channels and to all relevant State and Federally funded, community-based programs for maximum distribution of information about this child passenger protection law.

**c) Contract #4400021458 Task A – Hospital Education**

- i) The Traffic Injury Prevention Project will, under this contract,



- ii) Assist all Pennsylvania hospitals having a birthing and/or pediatric department in achieving the legislative requirements pertaining to child passenger safety described in PA Title 75 § 4583.
  - iii) Assess needs at each individual hospital and to evaluate community needs through data driven analysis and target resources appropriately.
  - iv) Develop, maintain, and distribute posters, pamphlets, etc.; provide knowledgeable replies to questions about laws, recommendations, and best practices; provide AV materials for loan; and provide training and technical assistance on correct use of car seats.
  - v) Monitor the program for effectiveness and adjust the program as needed.
- d) Staffing**
- i) All 231 Child Restraint Inspection Stations statewide are operated by nationally certified Child Passenger Safety Technicians during working hours.

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

- a) Recruiting, training, and maintaining a “sufficient number” of CPS Technicians**
- i) Pennsylvania maintains an active network and directory of Child Passenger Safety Technicians in 67 of 67 counties (100% population coverage). There are 1,627 CPS Technicians and Instructors in Pennsylvania. Technicians operate all – 231 Child Restraint Inspection Stations statewide during working hours and at least one technician is available during each inspection event conducted in the State.
  - ii) The January – November 2020 recertification rate for Pennsylvania was 52.5 percent with 364 out of 693 certified child passenger safety technicians completing the recertification requirements. The recertification rate was above the National average of 43.7 percent. Note: a January – December recertification rate was not provided from Safe Kids Certification. A Child Passenger Safety Technical Update class, approved to meet the six CPS CEUs toward recertification, was developed and offered statewide. On average, 28 child passenger safety technical updates are provided (FY 2014-2015: 30 classes; FY 2015-2016: 27 classes; FY 2016-2017: 30 classes; FY 2017-2018: 28; FY 2018-2019: 26 classes; FY 2019-2020: 33; FY 2020-2021: 28 classes conducted and scheduled)
  - iii) Pennsylvania annually provides, on average, 23 Standardized Child Passenger Safety classes (FY 2014-2015: 24 classes; FY 2015-2016: 21 classes; FY 2016 – 2017: 28 classes; FY 2017 – 2018: 22 classes; FY 2018-2019: 25 classes; FY 2019-2020: 18 classes; FY 2020-2021: 26 classes conducted and scheduled)

- iv) To recruit, train and maintain child passenger safety technicians strategically located throughout Pennsylvania, the Selected Offeror will:
  - (1) Based on the observed recertification rate, conduct a minimum of 10 child passenger safety certification classes to offset the annual lapses in certifications and ensure adequate coverage of inspection stations and events. Outreach for participation in the certification class is conducted in counties identified through the population-based level of service assessment. Currently, 8 + 2 (8: June 2021 – September 2021 + 2: October 2021 – December 2021) Standardized Child Passenger Safety Certification classes are scheduled. (June: Berks, Chester, Lancaster, York; August: Berks; September: Lehigh, Luzerne; October: Butler; November: Lackawanna)
  - (2) Develop a one-day child passenger safety technical update approved for the six continuing education units (CEUs) annually.
- v) Conduct a minimum of 20 child passenger safety technical update classes for child passenger safety technician instructors and child passenger safety technicians
- vi) In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative trainings for FFY 21.

Class	Location	Estimated Students
1	Confirmed - Blair County	10 – 12
2	Confirmed - Butler County	15 – 20
3	Confirmed - Lackawanna County	5 – 10
4	Confirmed - Luzerne County	10 – 15
5	Confirmed - Luzerne County	5
6	Confirmed - Luzerne County	5
7	Tentative - Allegheny County	15 – 20
8	Tentative - Allegheny County	10 – 15
9	Tentative - Allegheny County	5
10	Tentative - Armstrong County	10 – 15
11	Tentative - Berks County	5 – 10
12	Tentative - Berks County	10 – 15
13	Tentative - Blair County	5
14	Tentative - Bucks County	5 – 10

15	Tentative - Centre County	5
16	Tentative - Chester County	10 – 15
17	Tentative - Clarion County	5
18	Tentative - Crawford County	5
19	Tentative - Cumberland County	10 – 15
20	Tentative - Dauphin County	10 – 15
21	Tentative - Dauphin County	5
22	Tentative - Delaware County	10 – 15
23	Tentative - Erie County	10 – 15
24	Tentative - Erie County	10 – 15
25	Tentative - Jefferson County	10 – 15
26	Tentative - Jefferson County	10 – 15
27	Tentative - Lancaster County	10 – 15
28	Tentative - Lancaster County	10 – 15
29	Tentative - Lehigh County	10 – 15
30	Tentative - Lycoming County	10 – 15
31	Tentative - Mercer County	10 – 15
32	Tentative - Monroe County	10 – 15
33	Tentative - Monroe County	10 – 15
34	Tentative - Montgomery County	10 – 15
35	Tentative - Schuylkill County	10 – 15
36	Tentative - Snyder County	10 – 15
37	Tentative - Warren County	10 – 15
38	Tentative - Washington County	10 – 15
39	Tentative - Westmoreland County	10 – 15

- III. Contract #4400021458 Task C – Certification Program Assistance
- a) The Traffic Injury Prevention Project will, under this contract
    - i) Maintain the National Child Passenger Safety Certification Program in Pennsylvania and meet the recommendations and requirements for the program set by the National Highway Traffic Safety Administration.
    - ii) Assess statewide needs using data driven analysis and complete all activities related to conducting NHTSA-approved child passenger safety

technician courses, recertification courses, and continuing education units for certified technicians.

- iii) Create and maintain a list of all technicians and instructors and matching those with events and public requests as needed.
- iv) Serve as a knowledgeable resource for certified technicians, instructors, public and private agencies, and the public.
- v) Obtain and maintain CPS Technician certification for 7 staff positions funded under this contract
- vi) Monitor the program for effectiveness and adjust the program as needed.
- vii)

**Intended Subrecipients**

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

**Countermeasure strategies in Planned Activity**

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$264,425.40	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$735,574.60	\$0.00	\$0.00

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

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

**Project Safety Impacts**

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

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

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

**Periodic High-Visibility Belt Law Enforcement**

Decreasing unbelted crashes depends upon identifying high crash locations and planning and implementing interventions and countermeasures to address the problem. The PennDOT Highway Safety Office will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plans covering every county for the Thanksgiving 2021 and May Click It or Ticket 2022 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.

- Mobilization 1: Teen Seat Belt Mobilization (October 11 – October 23, 2021)  
*Theme – Teen Driver Laws*
- Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 15 – November 28, 2021)  
*Theme – “Operation Safe Holiday”*
- Mobilization 3: Memorial Day “Click-it-or-Ticket” Mobilization (May 16 - June 5, 2022)  
*Theme – Border to Border Enforcement*
- Mobilization 4: Child Passenger Safety Mobilization (September 11 – September 24, 2022)  
*Theme – Proper Child Seat Usage*

**Population Coverage**

Funded municipal police departments cover 40.23 percent of the total geographic areas where 2020 unrestrained passenger vehicle occupant fatalities occurred. Every PSP Troop receives dedicated funding to participate in the established mobilizations in locations where there is no dedicated municipal enforcement. These full-time PSP operations cover 56.32 percent of the total 2020 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 96.55 percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.

Planned Police Department Coverage of 2020 Unrestrained Fatalities					
COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ADAMS	CONEWAGO TOWNSHIP	1	LEBANON	SOUTH LEBANON TOWNSHIP	1
ADAMS	EASTERN ADAMS REGIONAL	2	LEHIGH	ALLENTOWN CITY	1
ALLEGHENY	BELLEVUE BOROUGH	1	LEHIGH	UPPER MACUNGIE	1
ALLEGHENY	ETNA BOROUGH	1	LEHIGH	WHITEHALL TOWNSHIP	2
ALLEGHENY	HARMAR TOWNSHIP	1	LUZERNE	BUTLER TOWNSHIP	1
ALLEGHENY	NORTHERN REGIONAL	1	LUZERNE	DALLAS BOROUGH	1
ALLEGHENY	PITTSBURGH CITY	7	LUZERNE	DALLAS TOWNSHIP	1
ALLEGHENY	WHITE OAK BOROUGH	1	LUZERNE	KINGSTON TOWNSHIP	1
ALLEGHENY	WHITEHALL BOROUGH	1	LUZERNE	WILKES BARRE CITY	1
ARMSTRONG	GILPIN TOWNSHIP	1	LYCOMING	TIADAGHTON VALLEY REGIONAL	1
BEAVER	HOPEWELL TOWNSHIP	1	MIFFLIN	MIFFLIN COUNTY REGIONAL	3
BERKS	AMITY TOWNSHIP	1	MONROE	POCONO MOUNTAIN REGIONAL	2
BERKS	BETHEL TOWNSHIP	1	MONTGOMERY	CHELTENHAM TOWNSHIP	1
BERKS	CENTRAL BERKS REGIONAL	1	MONTGOMERY	DOUGLASS TOWNSHIP	1
BERKS	CUMRU TOWNSHIP	1	MONTGOMERY	EAST NORRITON TOWNSHIP	1
BERKS	MUHLENBERG TOWNSHIP	1	MONTGOMERY	HORSHAM TOWNSHIP	1
BERKS	READING CITY	1	MONTGOMERY	LOWER GWYNEDD TOWNSHIP	1
BERKS	TULPEHOCKEN TOWNSHIP	1	MONTGOMERY	MONTGOMERY TOWNSHIP	1
BLAIR	LOGAN TOWNSHIP	1	MONTGOMERY	NORRISTOWN BOROUGH	1
BUCKS	BEDMINISTER TOWNSHIP	1	MONTGOMERY	UPPER GWYNEDD TOWNSHIP	1
BUCKS	BENSALEM TOWNSHIP	3	MONTGOMERY	WEST NORRITON TOWNSHIP	1
BUCKS	DOYLESTOWN TOWNSHIP	1	NORTHAMPTON	BETHLEHEM CITY	1
BUCKS	FALLS TOWNSHIP	1	NORTHAMPTON	FORKS TOWNSHIP	2
BUCKS	NEWTOWN TOWNSHIP	3	NORTHAMPTON	PALMER TOWNSHIP	1
BUCKS	WARRINGTON TOWNSHIP	1	NORTHUMBERLAND	POINT TOWNSHIP	1
BUTLER	BUTLER TOWNSHIP	1	NORTHUMBERLAND	SHAMOKIN CITY	1
CARBON	MAHONING TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	21
CENTRE	SPRING TOWNSHIP	1	SCHUYLKILL	UNION TOWNSHIP	1
CENTRE	STATE COLLEGE BOROUGH	1	VENANGO	OIL CITY	1
CHESTER	COATESVILLE CITY	1	WARREN	CONEWAGO TOWNSHIP	1
CHESTER	NORTH COVENTRY TOWNSHIP	2	WASHINGTON	CANONSBURG BOROUGH	1
CHESTER	SADSBURY TOWNSHIP	1	WASHINGTON	CECIL TOWNSHIP	1
CHESTER	WEST CHESTER BOROUGH	1	WASHINGTON	MONONGAHELA CITY	1
CHESTER	WESTTOWN/EAST GOSHEN REGIONAL	1	WESTMORELAND	ROSTRAVER TOWNSHIP	1
CHESTER	WILLISTOWN TOWNSHIP	1	WESTMORELAND	WASHINGTON TOWNSHIP	1
COLUMBIA	MONTOUR TOWNSHIP	1	WYOMING	TUNKHANNOCK TOWNSHIP	1
CUMBERLAND	MIDDLESEX TOWNSHIP	1	YORK	CARROLL TOWNSHIP	1
DAUPHIN	HARRISBURG CITY	1	YORK	NORTHERN YORK REGIONAL	1
DAUPHIN	SUSQUEHANNA TOWNSHIP	1	YORK	SOUTHERN REGIONAL	1
DELAWARE	CHESTER CITY	2	YORK	SPRINGETTSBURY TOWNSHIP	1
DELAWARE	HAVERFORD TOWNSHIP	1	PA STATE POLICE	Troop A	14
DELAWARE	UPPER DARBY TOWNSHIP	3	PA STATE POLICE	Troop B	18
ERIE	ERIE CITY	1	PA STATE POLICE	Troop C	3
FRANKLIN	CHAMBERSBURG	1	PA STATE POLICE	Troop D	11
FRANKLIN	WASHINGTON TOWNSHIP	2	PA STATE POLICE	Troop E	10
INDIANA	BLAIRSVILLE BOROUGH	1	PA STATE POLICE	Troop F	14
LACKAWANNA	BLAKELY BOROUGH	1	PA STATE POLICE	Troop G	14
LACKAWANNA	OLD FORGE BOROUGH	1	PA STATE POLICE	Troop H	17
LANCASTER	EAST LAMPETER TOWNSHIP	1	PA STATE POLICE	Troop J	15
LANCASTER	MANHEIM BOROUGH	1	PA STATE POLICE	Troop K	9
LANCASTER	MANHEIM TOWNSHIP	1	PA STATE POLICE	Troop L	11
LANCASTER	NORTHWEST LANCASTER COUNTY REGIONAL	1	PA STATE POLICE	Troop M	19
LANCASTER	WEST EARL TOWNSHIP	3	PA STATE POLICE	Troop N	14
LANCASTER	WEST LAMPETER TWP	1	PA STATE POLICE	Troop P	7
LAWRENCE	NESHANNOCK TOWNSHIP	1	PA STATE POLICE	Troop R	16
LEBANON	NORTH LEBANON TOWNSHIP	1	PA STATE POLICE	Troop T	4
LEBANON	SOUTH ANNVILLE TOWNSHIP	1			
2020 Unrestrained Fatalities Covered by Municipal PDs					140
2020 Unrestrained Fatalities Covered by PA State Police*					196
Total 2020 Unrestrained Fatalities Covered					336
Total 2020 Unrestrained Fatalities					348
Percent of Total Unrestrained Fatalities Coverage					96.55%

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

## **Sustained Belt Law Enforcement**

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

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

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

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

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

As shown in the Occupant Protection (Adult and Child Passenger Safety) Program Area Description chart, the rate of unrestrained crashes, suspected serious injuries, and fatalities increases at night. To target this problem, a percentage of mobilization enforcement will be conducted at nighttime. Additionally, coordinated communication and enforcement plans will be distributed to Impaired Driving Projects. This media strategy will run during the Thanksgiving and May Seat Belt Mobilizations. The goal of this effort is to reduce both unbelted and impaired crashes and fatalities through coordinated enforcement and media plans. There will be no consolidation of funding sources for these efforts between the different types of enforcement. For FFY 2022, all occupant protection mobilizations will require that at least 50% of enforcement occur during night-time hours. Enforcement operations will be focused along roadways with a high rate of unbelted crashes and areas with a high incidence of unbelted citations.

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

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

### **Linkage Between Program Area**

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

### **Rationale**

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

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

### **Evidence of Effectiveness:**

Countermeasures That Work

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

### **Planned activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
M2HVE-2022-01	PA State Police Traffic Safety Initiatives
PT-2022-04	Municipal Police Traffic Services Enforcement Program

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

Planned activity number: M2HVE-2022-01

#### **Planned Activity Description**

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)



4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Nonmotorized Enforcement Program

Task Description(s) related to this Program Area:

**Task 4 - Occupant Protection**

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

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

**Intended Subrecipients**

Pennsylvania State Police

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b Low HVE (FAST)	\$562,985.21	\$0.00	\$0.00
2022	FAST Act 405b OP Low	405b Low HVE (FAST)	\$987,014.79	\$0.00	\$0.00

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

Planned activity number: PT-2022-04

**Planned Activity Description**

PennDOT will continue to fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single Police Traffic Services grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund

approximately fifty (50) Police Traffic Services grants in FFY 2022. Funding under this enforcement program will ultimately reach approximately 700 municipal police departments.

These enforcement grants will address road segments with the highest unbelted occupant crash numbers statewide as reported by municipal police. Participating departments will use traffic enforcement zones and roving patrol operations as their enforcement strategy. These details are coordinated throughout the year to correspond with both national and local mobilizations.

Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed for the PTS grantees to assist them in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local crash data by date, time, and location as well as by safety focus area enhancing the evidence-based enforcement details. The law enforcement liaisons as well as the regional DUI program administrators will also be trained on the PCIT tools. While it is not mandated that the grantees use the PCIT tools as the only source of problem identification for enforcement, PennDOT encourages law enforcement grantees use all available such as local arrest records and local crash data analysis. The 700 municipal police departments cover more than 90% of the crashes involving unbelted occupant which resulted in an injury or fatality over the period of 2016 to 2020.

**Intended Subrecipients**

Eligible applicants include local governments\*.

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

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$420,808.78	\$0.00	\$420,808.78
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,170,599.56	\$0.00	\$1,170,599.56

## Program Area: Planning & Administration

### Description of Highway Safety Problems

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

### Planned Activities in Program Area

Unique Identifier	Planned Activity Name
PA-2022-01	Planning & Administration - PA Highway Safety Office Management

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

Planned activity number: PA-2022-01

#### Planned Activity Description

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

#### Intended Subrecipients

Pennsylvania Department of Transportation

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	\$105,770.16	\$106,000.00	\$0.00
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$294,229.84	\$295,999.00	\$0.00

## **Program Area: Police Traffic Services**

### **Description of Highway Safety Problems**

#### **Aggressive Driving**

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 2016 and 2020, roughly 10 percent of all fatalities were a result of aggressive driving. During this same timeframe, nearly 40 percent of all fatalities were a result of speeding related crashes. In a crash that is deemed aggressive, speed is typically the most common contributing factor.

It is anticipated that high visibility 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.

Funding to support speeding and aggressive driving enforcement is provided under the Police Traffic Services or PTS grant program. Funding under this program reaches nearly 700 municipal police departments. Individualized speeding and aggressive driving specific crash and map data is made available to these departments via the restricted access area of the Pennsylvania Crash Information Tool (PCIT). This data allows departments to use an evidenced-based enforcement approach by conducting details at a time and location supported by the crash data.

#### **Distracted Driving**

There were 48 distracted driving fatalities in 2020, which is a 26% reduction from the prior 2015 to 2019 average of 65 fatalities per year. The cause of this reduction could be related to the changing traffic patterns and varying police enforcement schedules brought on by the COVID-19 pandemic. Reductions in distracted driving crashes and serious injuries were also seen in 2020.

It is believed that the actual number of distracted driving crashes could be higher, but many go unreported because the cause is not apparent to the investigating officer. Cell phone usage while driving is a major contributing factor in distracted driving crashes since brain activity needed to focus on the road is dangerously compromised. Besides texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/MP3/CD player also contributes to driver distraction. According to NHTSA's *Traffic Safety Facts, Distracted Driving, 2018* (April 2020), "Eight percent of drivers 15 to 19 years old involved in fatal crashes were reported as distracted. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes."

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	436.5

## Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility and Sustained PTS Enforcement

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

#### Program Area: Police Traffic Services

#### Project Safety Impacts

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

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

#### Linkage Between Program Area

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

#### Rationale

Over 38 percent of all fatalities were a result of speeding related crashes and 8 percent of all fatalities were a result of aggressive driving in 2020. This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts, ensuring enforcement

is directed at the most problematic driving behaviors as defined by crash data. Mobilizations and sustained enforcement are identified for this countermeasure as part of our annual traffic safety enforcement planning calendar.

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

**Evidence of Effectiveness:**

Countermeasures That Work

Chapter 3: Sections 2.2, 2.3, 4.1

**Planned activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
PT-2022-01	PA State Police Traffic Safety Initiatives
PT-2022-02	Statewide LEL Program Coordination
PT-2022-04	Municipal Police Traffic Services Enforcement Program

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

Planned activity number: PT-2022-01

**Planned Activity Description**

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks are funded in FFY 2022:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Nonmotorized Enforcement Program

Task Description(s) related to this Program Area:

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

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal

driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year (October 1 – December 31, January 1 - March 31, April 1- June 30, and July 1 – September 30), during which they allocate their budgeted overtime hours for Aggressive Driving among their Troops across the state. The broader campaign periods provide flexibility and reduce the volume of special orders executed by PSP Headquarters. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year’s, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases. This enforcement is in direct support of and complementary to the mobilization campaigns. The focus of the mobilization campaign remains intact through the HVE related messaging. Daytime speed enforcement under STEP may be conducted during the Labor Day Crackdown on impaired driving which helps identify drug-impaired drivers during the daytime hours.

**Intended Subrecipients**

Pennsylvania State Police

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$582,132.51	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,619,367.49	\$6,000,000.00	\$0.00

## Planned Activity: Statewide LEL Program Coordination

Planned activity number: PT-2022-04

### Planned Activity Description

Municipal police participation in high visibility enforcement operations will be supported through a project offered by PennDOT titled Statewide LEL Program Coordination. This project will provide Law Enforcement Liaison support services to provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and assist in project site visits when appropriate.

### Intended Subrecipients

Eligible applicants include local governments\*.

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

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$273,680.29	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$761,319.71	\$0.00	\$0.00

## Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: PT-2022-04

### Planned Activity Description

PennDOT will continue to fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single Police Traffic Services grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. Approximately fifty (50) Police Traffic Services grants will be funded in FFY 2022. Funding under this enforcement program will ultimately reach approximately 700 municipal police departments. These enforcement grants will address road segments with the highest unbelted occupant crash numbers statewide as reported by municipal police.



Participating departments will use traffic enforcement zones and roving patrol operations as their enforcement strategy. These details are coordinated throughout the year to correspond with both national and local mobilizations. Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed for the PTS grantees to assist them in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local crash data by date, time, and location as well as by safety focus area enhancing the evidence-based enforcement details. The law enforcement liaisons as well as the regional DUI program administrators will also be trained on the PCIT tools. While it is not mandated that the grantees use the PCIT tools as the only source of problem identification for enforcement, PennDOT encourages law enforcement grantees use all available such as local arrest records and local crash data analysis.

**Intended Subrecipients**

Eligible applicants include local governments\*.

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

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$388,438.88	\$0.00	\$388,438.88
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,080,533.44	\$0.00	\$1,080,533.44

## Program Area: Traffic Records

### Description of Highway Safety Problems

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

Crash record management is divided into two sections. The Analysis group is responsible for receiving, processing, analyzing, and converting crash reports into usable crash data. This group is comprised of 3 areas: Analysis East, Analysis West, and FARS. Analysis East and Analysis West are responsible for all Pennsylvania non-fatal crashes. Staff use the Crash Reporting System (CRS) to validate the information on the crash report comparing it to a set of nearly 400 edits. The Information Systems group is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) and other analytical products. Those requesting data include engineers, 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. Additionally, this group is responsible for developing, maintenance, and the administration of the online Pennsylvania Crash Information Tool (PCIT).

Projects that will be implemented in FFY 2022 to improve the state data system are outlined in the 2022 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified recommendations and considerations in the system, crash records performance measures, and updates on ongoing projects.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Completeness	2022	Annual	0.14
2022	Accuracy	2022	Annual	0.38
2022	Timeliness	2022	Annual	9.0

### Countermeasure Strategies in Program Area

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

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

**Program Area: Traffic Records**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

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

**Evidence of Effectiveness:**

HSP Guidelines No. 10

**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
M3DA-2022-03	M.A.C.H. Software pilot
M3DA-2022-04	Crash Case Backlog
M3DA-2022-05	Implementation of Local Roads to PennDOT's Databases
State Funded	CDART System Enhancements
State Funded	CRS System Enhancements

## **Planned Activity: M.A.C.H. Software Pilot**

Planned activity number: M3DA-2022-03

### **Planned Activity Description**

The goal of this activity is to equip law enforcement vehicles with M.A.C.H. (Mobile Architecture for Communications Handling) software, a collaborative command and control communications software that can be installed in car computers, dispatch centers and emergency operation centers, improving availability of vehicle and driver data information. Improved data elements are made available through innovative internet communications architecture that allows public safety agencies to share information. M.A.C.H. will improve accuracy for vehicle and driver data that is hand entered or scanned for citations and crash reports, enable users to access real-time mapping tools, and provide background information that has not been historically available.

Pennsylvania currently utilizes Bar Code Scanners, which can only collect data that exists on the registration and driver's license that was coded on the document at the time it was produced. M.A.C.H. enabled vehicles will be able to pull more complete and up to date information for all 50 states and Canada. Expected impacts are as follows; method of Communication between M.A.C.H. enabled units; allows for CLEAN/NCIC access to Driver and Vehicle Data for all 50 states and Canada; provides License photos from 39 states; improves accuracy of out of state drivers and vehicles; and provides expanded data on out-of-state drivers and vehicles for citations, allowing officers to utilize past data for more informed decisions.

M.A.C.H. enables cross agency communication and collaboration, allowing users to coordinate with law enforcement, fire, EMS, and PennDOT. Instant messaging tools can provide immediate alerts such as missing person, officer needs assistance, weather advisory, information that will increase the safety of the officer and the public. The user can determine if the information is shared within user groups or the entire agency, and when/how units communicate with other agencies.

In addition to improved data elements, M.A.C.H enables real-time unit mapping capabilities that allows law enforcement to pin and document incidents. These pins are then shown on computers in M.A.C.H enabled vehicles. Examples of this include; mapping the location of planned sobriety checkpoints and areas of corresponding roving patrols, on-going crash scenes and detours due to construction. This enhanced data allows law enforcement in the area to respond to each situation with background information that is typically not available in real-time. In addition to increasing the safety of officers during traffic stops, this software may assist with identifying repeat offenders. This project is still under consideration by the Traffic Records Coordinating Committee for full/partial funding and will be updated with additional information, including an expanded project description. PennDOT will work with PA State Police to development an implementation plan that includes an overview of how this software will enhance grant-funded enforcement activities and an evaluation component.

If approved, the funds would be used towards the implementation of the system throughout Pennsylvania.

## Intended Subrecipients

Pennsylvania State Police

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$5,630.04	\$0.00	\$0.00
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$27,023.67	\$0.00	\$0.00
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$9,346.29	\$0.00	\$0.00

## Planned Activity: Crash Case Backlog

Planned activity number: M3DA-2022-04

### Planned Activity Description

Augment the current Crash Reporting System data analysis efforts. Substantial staffing shortages have resulted in a very significant increase in the crash case backlog. Despite multiple efforts to reduce the backlog, the case backlog remains unacceptably high for our user's data needs. The expected impacts of this project are to reduce case backlogs to acceptable levels and to achieve acceptable timeliness for data availability.

## Intended Subrecipients

Pennsylvania Department of Transportation.

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$11,197.92	\$0.00	\$0.00
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$53,748.95	\$0.00	\$0.00
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$18,589.38	\$0.00	\$0.00

## Planned Activity: Implementation of Local Roads to PennDOT's Databases

Planned activity number: M3DA-2022-05

### Planned Activity Description

Augment the current Fundamental Data Element collection efforts for Pennsylvania's roadway inventory. Federal guidelines require full compliance of M.I.R.E. fundamental Data Elements and for collection of data for all roadways. The expected impact of this project is decreasing the time needed to collect all Fundamental Data Elements for local roadways.

### Intended Subrecipients

Pennsylvania Department of Transportation.

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$67,024.33	\$0.00	\$0.00
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$321,710.32	\$0.00	\$0.00
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$111,265.34	\$0.00	\$0.00

## Planned Activity: CDART System Enhancements

Planned activity number: State Funded

### Planned Activity Description

Every year, the CDART user base expands bringing with it new users who need new ways to access the data. The current users also request ways that can help them retrieve more useful data. As a result, multiple releases have been implemented over the course of the fiscal year. The changes aim to improve the usefulness of the current application for users and improve the accessibility of crash data to many users.

### Intended Subrecipients

Pennsylvania Department of Transportation.

## **Planned Activity: CRS System Enhancements**

Planned activity number: State Funded

### **Planned Activity Description**

Continued maintenance of the Crash Reporting System and Crash Fatality Application. Implementation of improvements affect mostly Quality and Completeness metrics, but also Timeliness and Uniformity at times. Maintenance priorities in FFY21 addressed numerous issues with the Crash Fatality Application. Six releases are planned for implementation during the fiscal year.

### **Intended Subrecipients**

Pennsylvania Department of Transportation.

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

### **Program Area: Traffic Records**

### **Project Safety Impacts**

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

### **Linkage Between Program Area**

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

### **Rationale**

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

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

### **Evidence of Effectiveness:**

HSP Guidelines No. 10

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2022-01	Statewide Traffic Records Support Program
M3DA-2022-02	Crash Architecture and Public/Partner Data Interface
State Funded	Re-write of portions of the Vehicle Registration and Driver Licensing Systems

### Planned Activity: Statewide Traffic Records Program Support

Planned activity number: M3DA-2022-01

#### Planned Activity Description

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

The overall project's goal is designed to assist Pennsylvania in supporting NHTSA's safety strategy to eliminate traffic deaths by 2046 and the Commonwealth's interim SHSP goals. The measurable goals for this project will be:

1. Increase the speed with which data are entered into a traffic crash database through electronic reporting by decreasing the amount of time it takes to prepare and post a crash report. We would like to improve timeliness to an average of 9 days per case in FFY22. Timeliness is the length of time that occurs from the time a crash occurs to when the crash report is received by PennDOT's Data Repository. It is essential in obtaining real time data for location and cause evaluation.
2. Decrease the number of errors found in all crash cases to an average of 0.38 errors per case in FFY22. In preparing a crash report, the information within the report provides invaluable data when evaluating the crash. The accuracy of the report has a direct impact on the quality of the data being evaluated.
3. Improve the completeness of crash statistics to an average of 0.14 missing values per case in FFY22. A crash report cannot be accurately evaluated when fields or attributes are omitted.

The primary focus of this project will continue the use of a regional Traffic Records Program Administrator (TRPA), formerly referred to as Crash Records Law Enforcement Liaisons – CR LELs, network to work with each of Pennsylvania's Law Enforcement Agencies that are required to submit crash reports. Each TRPA will establish themselves as the point of contact between PennDOT Crash Reporting staff and the law enforcement community. TRPA's will be assigned to make the regular contact with enforcement agencies in 4 PA Regions. The TRPA will schedule meetings, provide review of existing reporting activities, complete individual or group trainings, workshops, provide computer equipment and training, and review LEA reporting performance.



Without an effective Traffic Records System, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to provide facts to guide programs including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways.

Improving data is among the top priorities of NHTSA and state transportation agencies across the county. The realization of the importance of quality data is not only vital to the users of the data, but to those in the field who collect it. Without the cooperation of data collectors (law enforcement agencies), the goal of having timely, accurate, complete, integrated, uniform, and accessible data can never be obtained.

Law enforcement agencies are required to respond to crashes in their jurisdictions. In addition to arranging for appropriate emergency services, securing the scene, gathering evidence, and clearing the roadway as soon as practical, enforcement officers must create the basic record of the circumstances involved in the crash. Even when officers fully understand the importance of high-quality crash data, their ability to perform this task is challenged by competing priorities, specific gaps in training or expertise, and often a simple lack of access to the source of required information. A successful system for crash data collection would incorporate the technologies needed by crash investigators to ensure accurate data, eases of completion of the form, as well as seamless transfer of the data.

Unfortunately, this is where the breakdowns in the system occur. Local law enforcement agencies (LEAs), pressed for resources, sometimes conclude that they can no longer afford to spend time necessary to complete the Crash Report or file it completely.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEAs) throughout the state. This project continues provide the LEA community a TRPA as a point of contact between PennDOT's Crash Information Systems and Analysis, Bureau of Maintenance and Operations and 1,200 police agencies across the state.

### **Intended Subrecipients**

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

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

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$146,113.05	\$0.00	\$0.00
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$701,328.51	\$0.00	\$0.00
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$242,558.44	\$0.00	\$0.00

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

Planned activity number: M3DA-2022-02

**Planned Activity Description**

The current CDART application is an intranet application only available to Commonwealth agencies, PSP headquarters, and the Metropolitan Planning Organizations who access the system via the Business Partner network. The application’s tools are designed for engineering solutions. There is a “soft-side” need for crash data as well. This need does not only reside within PennDOT, but also within the safety community which is interested in reducing fatalities and injuries due to things like drinking and driving, seatbelt use, aggressive driving, distracted driving, etc. Police agencies are also interested in curbing these same activities. This project calls for developing an application to allow PennDOT’s safety partners, the police who report crashes, and the public an effortless way to access useful crash data. Provide our partners and the public with fast, user friendly access to available crash data. The public, as of 2016, only had access through our annual Crash Facts and Statistics Book published online, but this document only covers high level crash data. Additionally, data can be requested through contacting PennDOT’s Crash Information Management Section. Neither of these options provided the user quick and easy access to detailed crash information. The goal was to create an online system that has an easy to use interface that allows the general user access to easily digestible information. This includes using mapping capabilities and eventually the ability to query other system’s data in combination with the crash data. The benefits of the project include self-service access to crash data for many users, provide crash data to users faster, provide more complete crash data to users, provide crash data that is easier to understand and improve crash data accessibility.

The Pennsylvania Crash Information Tool (PCIT) is being developed in phases, with each phase adding additional functionality. Additional development as needs are identified will be handled through a maintenance cycle within PennDOT.

## Intended Subrecipients

Pennsylvania Department of Transportation.

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$93,834.07	\$0.00	\$0.00
2021	FAST Act 405c Data Program	405c Data Program (FAST)	\$450,394.45	\$0.00	\$0.00
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$155,771.48	\$0.00	\$0.00

## Planned Activity: Re-write of portions of the Vehicle Registration and Driver Licensing Systems

Planned activity number: State Funded

### Planned Activity Description

Currently, Vehicle Registration and Driver Licensing the systems are 20 to 30 years old. These systems need to be updated to take advantage of new technology and improve business practices. The purpose of this project is to create a modernized driver and vehicle system that will allow PennDOT to track customers' driver and vehicle products. The major goals include developing one system for both Driver and Vehicle data, anticipating and responding to changing business dynamics, improving customer satisfaction, reduce the cost of doing business, enhancing the privacy and security of customer information and products, and maximizing productivity and efficiency.

Input from partners, suppliers and stakeholders will be included in the redesign of the new system. This would dealerships, driver associations, AAA, inspections stations, Department of Revenue, and insurance agencies.

## Intended Subrecipients

Pennsylvania Department of Transportation.

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

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

Unique Identifier	Planned Activity Name
PT-2022-02	Statewide LEL Program Coordination
PT-2022-04; M5HVE-2022-02; FHLE-2022-02	Municipal Police Traffic Services Enforcement Program
PT-2022-05	PA State Police - LIDAR Pilot
M5TR-2022-02	Statewide DUI Program Coordination
OP-2022-01; PT-2022-01; M2HVE-2022-01; M5HVE-2022-01; FHLE-2022-01	PA State Police Traffic Safety Initiatives

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

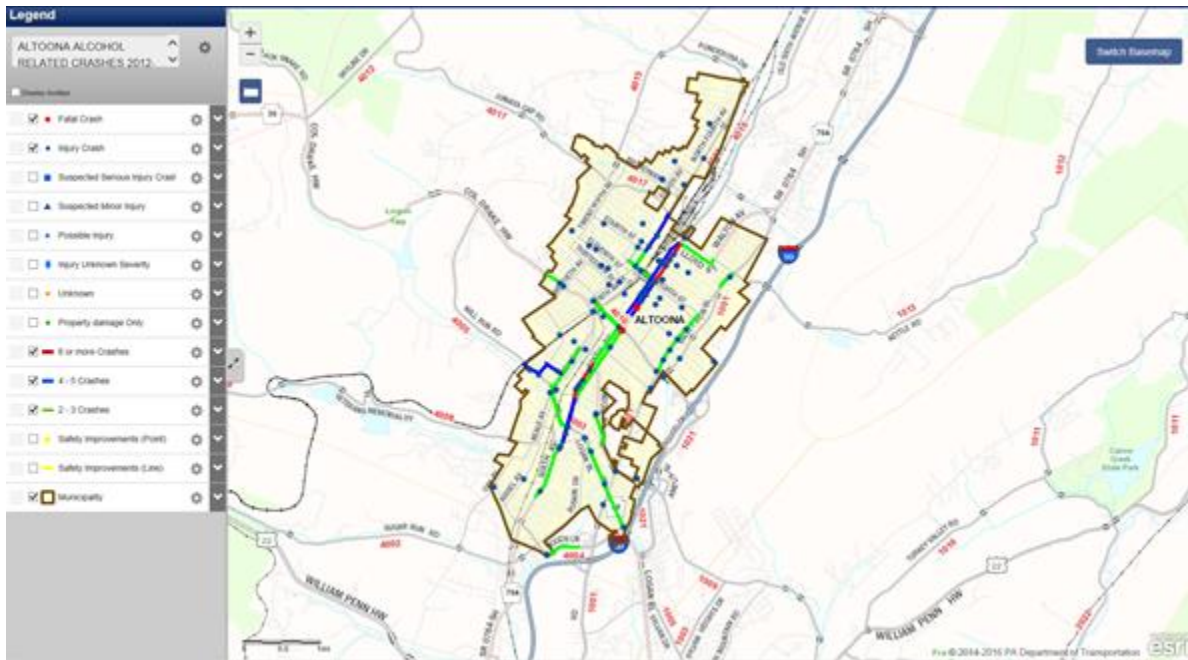
#### Crash Analysis

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

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

Analysis of statewide crashes using PennDOT's Crash Data Analysis Retrieval Tool (CDART) helps identify roadway segments and locations with high occurrences of crashes based on current and prior year crash data. As an example, the thematic map below shows alcohol-related crash road segments in Altoona. The example map provided shows an example of the problem identification process for a program area.

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



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

MONTH OF YEAR												DAY OF WEEK								
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUN	MON	TUE	WED	THU	FRI	SAT	
CRASHES	29	15	21	23	25	25	23	17	22	29	24	28	20	41	36	35	41	58	40	270
PCT	8%	5%	8%	8%	9%	9%	8%	6%	8%	11%	9%	10%	6%	15%	13%	13%	15%	21%	14%	100%

HOUR OF DAY																									
	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CRASHES	3	3	2	2	3	6	3	11	9	14	14	13	24	17	25	30	25	18	10	7	14	10	4	9	275
PCT	1%	1%	1%	1%	1%	2%	1%	4%	3%	5%	5%	5%	8%	6%	9%	11%	9%	7%	4%	3%	5%	4%	1%	3%	100%

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

COLLISION TYPE		CRASH SEVERITY LEVEL		SEVERITY COUNT		DRIVER ACTIONS	
	CRASHES	PCT		CRASHES	PCT		PERSONS
ANGLE	118	42%	FATAL	1	0%	FATALITIES	1
REAR END	104	38%	MAJOR	4	1%	MAJOR	4
HIT FIX OBJ	25	9%	MODERATE	22	8%	MODERATE	31
SAME DIR SS	11	4%	MINOR	68	25%	MINOR	98
PEDESTRIAN	8	3%	UNK SEVERITY	45	16%	UNK SEVERITY	73
NON COLL	6	2%	PDO	136	49%	UNK IF INJURED	5
HEAD ON	3	1%	TOTAL	276	100%		
OPP DIR SS	2	1%					
UNKNOWN	1	0%					
TOTAL	276	100%					

	ACTIONS	PCT
NO CONTRIBUTING ACTION	313	45%
TOO FAST FOR CONDITION	73	10%
RUNNING RED LIGHT	71	10%
DRIVER WAS DISTRACTED	32	5%
IMPROPER/CARELESS TURN	29	4%
OTHER IMPROPER DRIVING	29	4%
FAILURE TO RESPOND TCD	19	3%
TAILGATING	19	3%
AFFECTED PHYSICAL COND	17	2%
FAIR MAINT PROP SPEED	16	2%
UNKNOWN	16	2%
SPEEDING	13	2%
OTHERS	49	7%
TOTAL	698	100%

## Deployment of Resources

In addition to providing locational data to our partners, our enforcement allocated grants use a formula that takes into account a five year look back of crashes, fatalities, and suspected serious injuries among established partner municipalities. According to the most recently available data from the PennDOT Crash Records System, from 2016 to 2020 local police departments reported 18,404 crashes involving an impaired driver which resulted in an injury or fatality. In this example, an impaired driver crash is described as a crash involving at least one driver who at the time of the crash was suspected by the officer to be impaired in at least one or a combination of the following categories: alcohol, illegal drugs, alcohol and drugs, or medication. In order to be the most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at local police departments who reported 16,853 of the 18,404 impaired driver crashes. In other words, 92 percent of the impaired driver related crashes resulting in an injury or fatality will be covered by grant funded enforcement programs in FFY 2022.

## Effectiveness Monitoring

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

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

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

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

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

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

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

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

**Planned activities in countermeasure strategy**

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

Unique Identifier	Planned Activity Name
PT-2022-04; M5HVE-2022-02; FHLE-2022-02	Municipal Police Traffic Services Enforcement Program
OP-2022-01; PT-2022-01; M2HVE-2022-01; M5HVE-2022-01; FHLE-2022-01	PA State Police Traffic Safety Initiatives



## 405(b) Occupant protection grant

### Occupant protection plan

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

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

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

Agencies planning to participate in CIOT:

ABINGTON TOWNSHIP	HARMONY TOWNSHIP	PITTSTON CITY
ADAMS TOWNSHIP	HARRISBURG CITY	PITTSTON TOWNSHIP
AKRON BOROUGH	HARRISON TOWNSHIP	PLAINS TOWNSHIP
ALBURTIS BOROUGH	HARVEYS LAKE BOROUGH	PLEASANT HILLS BOROUGH
ALDAN BOROUGH	HASTINGS BOROUGH	PLUM BOROUGH
ALIQUIPPA CITY	HATFIELD TOWNSHIP	PLUMSTEAD TOWNSHIP
ALLEGHENY TOWNSHIP	HAVERFORD TOWNSHIP	PLYMOUTH BOROUGH
ALLEGHENY TOWNSHIP	HAZLETON CITY	PLYMOUTH TOWNSHIP
ALLEGHENY VALLEY REGIONAL	HEGINS TOWNSHIP	POCONO MOUNTAIN REGIONAL
ALLENTOWN CITY	HEIDELBERG BOROUGH	POCONO TOWNSHIP
ALTOONA CITY	HELLAM TOWNSHIP	POINT TOWNSHIP
AMBRIDGE BOROUGH	HELLERTOWN BOROUGH	POLK BOROUGH
AMITY TOWNSHIP	HEMLOCK TOWNSHIP	PORT CARBON BOROUGH
ANNVILLE TOWNSHIP	HERMITAGE CITY	PORTAGE BOROUGH
APOLLO BOROUGH	HIGHSPIRE BOROUGH	POTTSTOWN BOROUGH
ARCHBALD BOROUGH	HILLTOWN TOWNSHIP	POTTSVILLE CITY
ARMAGH TOWNSHIP	HOLLIDAYSBURG BOROUGH	QUAKERTOWN BOROUGH
ASHLAND BOROUGH	HOMER CITY BOROUGH	QUARRYVILLE BOROUGH
ASHLEY BOROUGH	HOMESTEAD BOROUGH	RACCOON TOWNSHIP
ASTON TOWNSHIP	HOPEWELL TOWNSHIP	RADNOR TOWNSHIP
ATHENS BOROUGH	HORSHAM TOWNSHIP	RALPHO TOWNSHIP

ATHENS TOWNSHIP	HUGHESTOWN BOROUGH	RANKIN BOROUGH
AVALON BOROUGH	HUGHESVILLE BOROUGH	READING CITY
AVOCA BOROUGH	HULMEVILLE BOROUGH	READING TOWNSHIP
BALDWIN BOROUGH	HUMMELSTOWN BOROUGH	RICE TOWNSHIP
BALDWIN TOWNSHIP	INDEPENDENCE TOWNSHIP	RICHLAND TOWNSHIP
BALLY BOROUGH	INDIANA BOROUGH	RICHLAND TOWNSHIP
BANGOR BOROUGH	INDIANA TOWNSHIP	RIDLEY TOWNSHIP
BEAVER BOROUGH	IVYLAND BOROUGH	RINGTOWN BOROUGH
BEAVER FALLS CITY	JACKSON TOWNSHIP	RIVERSIDE BOROUGH
BEAVER MEADOWS BOROUGH	JACKSON TOWNSHIP	ROARING BROOK TOWNSHIP
BEDMINISTER TOWNSHIP	JACKSON TOWNSHIP	ROARING SPRING BOROUGH
BELLEFONTE BOROUGH	JEANNETTE	ROBESON TOWNSHIP
BELLEVUE BOROUGH	JEFFERSON HILLS BOROUGH	ROBINSON TOWNSHIP
BELLWOOD BOROUGH	JEFFERSON TOWNSHIP	ROCHESTER TOWNSHIP
BENDERSVILLE BOROUGH	JEFFERSON TOWNSHIP	ROSS TOWNSHIP
BENSALEM TOWNSHIP	JENKINS TOWNSHIP	ROSTRAVER TOWNSHIP
BERN TOWNSHIP	JERMYN BOROUGH	ROYALTOWN BOROUGH
BERWICK BOROUGH	JESSUP BOROUGH	ROYERSFORD BOROUGH
BETHEL PARK BOROUGH	JIM THORPE BOROUGH	RUSH TOWNSHIP
BETHEL TOWNSHIP	JOHNSTOWN CITY	RYAN TOWNSHIP
BETHLEHEM CITY	KENNEDY TOWNSHIP	SADSBURY TOWNSHIP
BETHLEHEM TOWNSHIP	KENNETT SQUARE BOROUGH	SAINT CLAIR BOROUGH
BIGLER TOWNSHIP REGIONAL	KENNETT TOWNSHIP	SAINT CLAIR TOWNSHIP
BIGLERVILLE BOROUGH	KIDDER TOWNSHIP	SAINT MARYS CITY
BIRDSBORO BOROUGH	KINGSTON BOROUGH	SALEM TOWNSHIP
BIRMINGHAM TOWNSHIP	KINGSTON TOWNSHIP	SALISBURY TOWNSHIP
BLACKLICK TOWNSHIP	KISKIMINETAS TOWNSHIP	SALTSBURG BOROUGH
BLAIR TOWNSHIP	KITTANNING BOROUGH	SANDY TOWNSHIP
BLAIRSVILLE BOROUGH	KLINE TOWNSHIP	SAXONBURG BOROUGH

BLAKELY BOROUGH	KNOX BOROUGH	SAYRE BOROUGH
BLOSSBURG BOROUGH	KULPMONT BOROUGH	SCHUYKILL HAVEN BOROUGH
BONNEAUVILLE BOROUGH	KUTZTOWN BOROUGH	SCHUYKILL TOWNSHIP
BOROUGH OF EAST GREENVILLE	LAKE CITY BOROUGH	SCOTT TOWNSHIP
BOYERTOWN BOROUGH	LANCASTER CITY	SCOTT TOWNSHIP
BRACKENRIDGE BOROUGH	LANCASTER TOWNSHIP	SCOTT TOWNSHIP
BRADFORD CITY	LANGHORNE BOROUGH	SCOTTTDALE BOROUGH
BRADFORD TOWNSHIP	LANGHORNE MANOR BOROUGH	SCRANTON CITY
BRANCH TOWNSHIP	LANSDALE BOROUGH	SELINGSGROVE BOROUGH
BRECKNOCK TOWNSHIP	LANSDOWNE BOROUGH	SEWARD BOROUGH
BRENTWOOD BOROUGH	LANSFORD BOROUGH	SEWICKLEY BOROUGH
BRIAR CREEK TOWNSHIP	LARKSVILLE BOROUGH	SHALER TOWNSHIP
BRIDGEPORT BOROUGH	LATIMORE TOWNSHIP	SHAMOKIN CITY
BRIDGEVILLE BOROUGH	LATROBE CITY	SHAMOKIN DAM BOROUGH
BRIGHTON TOWNSHIP	LAURELDALE BOROUGH	SHARON CITY
BRISTOL BOROUGH	LAWRENCE PARK TOWNSHIP	SHARON HILL BOROUGH
BRISTOL TOWNSHIP	LAWRENCE TOWNSHIP	SHARPSVILLE BOROUGH
BUCKINGHAM TOWNSHIP	LEBANON CITY	SHENANDOAH BOROUGH
BUFFALO TOWNSHIP	LEECHBURG BOROUGH	SHENANGO TOWNSHIP
BUFFALO VALLEY REGIONAL	LEETSDALE BOROUGH	SHENANGO TOWNSHIP
BUSHKILL TOWNSHIP	LEHIGH TOWNSHIP	SHILLINGTON BOROUGH
BUTLER CITY	LEHIGHTON BOROUGH	SHIPPENSBURG BOROUGH
BUTLER TOWNSHIP	LEHMAN TOWNSHIP	SHIREMANSTOWN BOROUGH
BUTLER TOWNSHIP	LEWISTOWN BOROUGH	SILVER SPRINGS TOWNSHIP
BUTLER TOWNSHIP	LIBERTY TOWNSHIP	SINKING SPRING BOROUGH
CAERNARVON TOWNSHIP	LIGONIER BOROUGH	SLATE BELT REGIONAL
CALIFORNIA BOROUGH	LIGONIER TOWNSHIP	SLATINGTON BOROUGH

CAMBRIA TOWNSHIP	LIMERICK TOWNSHIP	SLIPPERY ROCK BOROUGH
CAMBRIDGE SPRINGS BOROUGH	LINESVILLE BORO	SOLEBURY TOWNSHIP
CAMP HILL BOROUGH	LITITZ BOROUGH	SOUDERTON BOROUGH
CANONSBURG BOROUGH	LITTLESTOWN BOROUGH	SOUTH ABINGTON TOWNSHIP
CARBONDALE CITY	LOCK HAVEN CITY	SOUTH ANNVILLE TOWNSHIP
CARBONDALE TOWNSHIP	LOCUST TOWNSHIP	SOUTH BEAVER TOWNSHIP
CARLISLE BOROUGH	LOGAN TOWNSHIP	SOUTH CENTRE TOWNSHIP
CARNEGIE BOROUGH	LORETTO BOROUGH	SOUTH FAYETTE TOWNSHIP
CARROLL TOWNSHIP	LOWER ALLEN TOWNSHIP	SOUTH FORK BOROUGH
CARROLL VALLEY BOROUGH	LOWER BURRELL CITY	SOUTH HEIDELBERG TOWNSHIP
CARROLLTOWN BOROUGH	LOWER GWYNEDD TOWNSHIP	SOUTH HEIGHTS BOROUGH
CASS TOWNSHIP	LOWER HEIDELBERG TOWNSHIP	SOUTH LEBANON TOWNSHIP
CASTLE SHANNON	LOWER MAKEFIELD TOWNSHIP	SOUTH LONDONDERRY TOWNSHIP
CATASAUQUA BOROUGH	LOWER MERION TOWNSHIP	SOUTH PARK TOWNSHIP
CATAWISSA BOROUGH	LOWER MORELAND TOWNSHIP	SOUTH PYMATUNING TOWNSHIP
CECIL TOWNSHIP	LOWER PAXTON TOWNSHIP	SOUTH STRABANE TOWNSHIP
CENTER TOWNSHIP	LOWER POTTS GROVE TOWNSHIP	SOUTH WHITEHALL TOWNSHIP
CENTRAL BERKS REGIONAL	LOWER PROVIDENCE TOWNSHIP	SOUTH WILLIAMSPORT BOROUGH
CENTRAL BUCKS REGIONAL	LOWER SALFORD TOWNSHIP	SOUTHERN REGIONAL
CHAMBERSBURG	LOWER SAUCON TOWNSHIP	SOUTHWEST GREENSBURG BOROUGH
CHELTENHAM TOWNSHIP	LOWER SOUTHAMPTON TOWNSHIP	SOUTHWESTERN REGIONAL
CHERRY TREE BOROUGH	LOWER SWATARA TOWNSHIP	SPRING CITY BOROUGH

CHESTER CITY	LOWER WINDSOR TOWNSHIP	SPRING GARDEN TOWNSHIP
CHIPPEWA TOWNSHIP	LUZERNE BOROUGH	SPRING TOWNSHIP
CHRISTIANA BOROUGH	LYKENS BOROUGH	SPRING TOWNSHIP
CITY OF ARNOLD	MACUNGIE BOROUGH	SPRING TOWNSHIP
CLAIRTON CITY	MAHANOEY CITY BOROUGH	SPRINGDALE BOROUGH
CLARION BOROUGH	MAHONING TOWNSHIP	SPRINGGETTSBURY TOWNSHIP
CLARKS SUMMIT BOROUGH	MAHONING TOWNSHIP	SPRINGFIELD TOWNSHIP
CLEARFIELD BOROUGH	MAIN TOWNSHIP	SPRINGFIELD TOWNSHIP
CLEONA BOROUGH	MALVERN BOROUGH	SPRINGFIELD TOWNSHIP
CLIFTON HEIGHTS BOROUGH	MANHEIM BOROUGH	STATE COLLEGE BOROUGH
CLYMER BOROUGH	MANHEIM TOWNSHIP	STEELTON BOROUGH
COAL TOWNSHIP	MANOR TOWNSHIP	STEWARTSTOWN BOROUGH
COALDALE BOROUGH	MANOR TOWNSHIP	STOCKERTOWN BOROUGH
COATESVILLE CITY	MANSFIELD BOROUGH	STOWE TOWNSHIP
COCHRANTON BOROUGH	MARLBOROUGH TOWNSHIP	STRASBURG BOROUGH
COLEBROOKDALE DISTRICT	MARPLE TOWNSHIP	STROUD AREA REGIONAL
COLLEGEVILLE BOROUGH	MARS BOROUGH	SUGAR NOTCH BOROUGH
COLLIER TOWNSHIP	MARTINSBURG BOROUGH	SUGARCREEK BOROUGH
COLLINGDALE BOROUGH	MAYFIELD BOROUGH	SUGARLOAF TOWNSHIP
COLONIAL REGIONAL	MCADOO BOROUGH	SUMMERHILL TOWNSHIP
COLUMBIA BOROUGH	MCDONALD BOROUGH	SUMMIT HILL BOROUGH
CONEMAUGH TOWNSHIP	MCSHERRYSTOWN BOROUGH	SUNBURY CITY
CONEWAGO TOWNSHIP	MECHANICSBURG BOROUGH	SUSQUEHANNA REGIONAL
CONEWANGO TOWNSHIP	MERCER BOROUGH	SUSQUEHANNA TOWNSHIP
CONNEAUT LAKE REGIONAL	MERCERSBURG BOROUGH	SWATARA TOWNSHIP
CONNELLSVILLE CITY	MESHOPPEN BOROUGH	SWISSVALE BOROUGH
CONSHOHOCKEN BOROUGH	MIDDLEBURG BOROUGH	SWOYERSVILLE BOROUGH
CONWAY BOROUGH	MIDDLESEX TOWNSHIP	TAMAQUA
COOPERSBURG BOROUGH	MIDDLESEX TOWNSHIP	TARENTUM BOROUGH
COPLAY BOROUGH	MIDDLETOWN BOROUGH	TATAMY BOROUGH

CORAOPOLIS BOROUGH	MIDDLETOWN TOWNSHIP	TAYLOR BOROUGH
CORNWALL BOROUGH	MIFFLIN COUNTY REGIONAL	TELFORD BOROUGH
CORRY CITY	MIFFLINBURG BOROUGH	THROOP BOROUGH
COURTDALE BOROUGH	MILFORD BOROUGH	TIADAGHTON VALLEY REGIONAL
COVINGTON TOWNSHIP	MILLBOURNE BOROUGH	TILDEN TOWNSHIP
CRAFTON BOROUGH	MILLCREEK TOWNSHIP	TINICUM TOWNSHIP
CRANBERRY TOWNSHIP	MILLERSBURG BOROUGH	TOWAMENCIN TOWNSHIP
CRESCENT TOWNSHIP	MILLERSVILLE BOROUGH	TOWANDA BOROUGH
CRESSON TOWNSHIP	MILLVALE BOROUGH	TOWER CITY BOROUGH
CUMBERLAND TOWNSHIP	MINERSVILLE BOROUGH	TOWN OF BLOOMSBURG
CUMBERLAND TOWNSHIP	MONACA BOROUGH	TOWN OF MCCANDLESS
CUMRU TOWNSHIP	MONONGAHELA CITY	TREDYFFRIN TOWNSHIP
CURWENSVILLE BOROUGH	MONROEVILLE BOROUGH	TREMONT BOROUGH
DALLAS BOROUGH	MONTGOMERY BOROUGH	TROY BOROUGH
DALLAS TOWNSHIP	MONTGOMERY TOWNSHIP	TULLYTOWN BOROUGH
DALTON BOROUGH	MONTOUR TOWNSHIP	TULPEHOCKEN TOWNSHIP
DANVILLE BOROUGH	MONTOURSVILLE BOROUGH	TUNKHANNOCK TOWNSHIP
DELMONT BOROUGH	MOON TOWNSHIP	TYRONE BOROUGH
DERRY BOROUGH	MOORE TOWNSHIP	UNION CITY BOROUGH
DERRY TOWNSHIP	MOOSIC BOROUGH	UNION TOWNSHIP
DICKSON CITY BOROUGH	MORRISVILLE BOROUGH	UNION TOWNSHIP
DORMONT BOROUGH	MOSCOW BOROUGH	UNIONTOWN CITY
DOUGLASS TOWNSHIP	MOUNT CARMEL TOWNSHIP	UPLAND BOROUGH
DOUGLASS TOWNSHIP	MOUNT HOLLY SPRINGS BOROUGH	UPPER ALLEN TOWNSHIP
DOWNINGTOWN	MOUNT JOY BOROUGH	UPPER BURRELL TOWNSHIP
DOYLESTOWN TOWNSHIP	MOUNT LEBANON	UPPER DARBY TOWNSHIP
DUBLIN BOROUGH	MOUNT PLEASANT BOROUGH	UPPER DUBLIN TOWNSHIP
DUBOIS CITY	MOUNT PLEASANT TOWNSHIP	UPPER GWYNEDD TOWNSHIP

DUNCANSVILLE BOROUGH	MUHLENBERG TOWNSHIP	UPPER MACUNGIE
DUNMORE BOROUGH	MUNCY BOROUGH	UPPER MAKEFIELD TOWNSHIP
DUPONT BOROUGH	MUNCY TOWNSHIP	UPPER MERION TOWNSHIP
DUQUESNE CITY	MUNHALL BOROUGH	UPPER MORELAND TOWNSHIP
DURYEA BOROUGH	MURRYSVILLE	UPPER NAZARETH TOWNSHIP
EAST BERLIN BOROUGH	NANTICOKE CITY	UPPER PERK
EAST COCALICO TOWNSHIP	NAZARETH BOROUGH	UPPER POTTS GROVE TOWNSHIP
EAST COVENTRY TOWNSHIP	NESHANNOCK TOWNSHIP	UPPER PROVIDENCE TOWNSHIP
EAST DEER TOWNSHIP	NESQUEHONING BOROUGH	UPPER PROVIDENCE TOWNSHIP
EAST EARL TOWNSHIP	NEW BERLIN BOROUGH	UPPER SAUCON TOWNSHIP
EAST FRANKLIN TOWNSHIP	NEW BRITAIN TOWNSHIP	UPPER SOUTHAMPTON TOWNSHIP
EAST HEMPFIELD TOWNSHIP	NEW CASTLE CITY	UPPER ST CLAIR TOWNSHIP
EAST LAMPETER TOWNSHIP	NEW CASTLE TOWNSHIP	UPPER YODER TOWNSHIP
EAST LANSDOWNE BOROUGH	NEW CUMBERLAND BOROUGH	UWCHLAN TOWNSHIP
EAST NORRITON TOWNSHIP	NEW HANOVER TOWNSHIP	VANDERGRIFT BOROUGH
EAST PENNSBORO TOWNSHIP	NEW HOLLAND BOROUGH	WALNUTPORT BOROUGH
EAST PIKELAND TOWNSHIP	NEW HOPE BOROUGH	WARMINSTER TOWNSHIP
EAST WHITELAND TOWNSHIP	NEW KENSINGTON CITY	WARREN CITY
EASTERN ADAMS REGIONAL	NEW SEWICKLEY TOWNSHIP	WARRINGTON TOWNSHIP
EASTERN PIKE REGIONAL	NEWBERRY TOWNSHIP	WARWICK TOWNSHIP
EASTON CITY	NEWPORT TOWNSHIP	WASHINGTON CITY
EASTTOWN TOWNSHIP	NEWTOWN BOROUGH	WASHINGTON TOWNSHIP
EBENSBURG BOROUGH	NEWTOWN TOWNSHIP	WASHINGTON TOWNSHIP

ECONOMY BOROUGH	NEWTOWN TOWNSHIP	WASHINGTON TOWNSHIP
EDDYSTONE BOROUGH	NEWVILLE BOROUGH	WATSONTOWN BOROUGH
EDGEWOOD BOROUGH	NORRISTOWN BOROUGH	WAVERLY TOWNSHIP
EDGEWORTH BOROUGH	NORTH BUFFALO TOWNSHIP	WAYNESBORO BOROUGH
EDINBORO BOROUGH	NORTH CATASAUQUA	WEATHERLY BOROUGH
EDWARDSVILLE BOROUGH	NORTH CORNWALL TOWNSHIP	WELLSBORO BOROUGH
ELDERTON BOROUGH	NORTH COVENTRY TOWNSHIP	WESLEYVILLE BOROUGH
ELIZABETH TOWNSHIP	NORTH EAST BOROUGH	WEST BRANDYWINE TOWNSHIP
ELIZABETHTOWN BOROUGH	NORTH FAYETTE TOWNSHIP	WEST CHESTER BOROUGH
ELLWOOD CITY BOROUGH	NORTH HOPEWELL	WEST CONSHOHOCKEN BOROUGH
EMMAUS BOROUGH	NORTH HUNTINGDON TOWNSHIP	WEST DEER TOWNSHIP
EPHRATA	NORTH LEBANON TOWNSHIP	WEST EARL TOWNSHIP
ERIE CITY	NORTH LONDONDERRY TOWNSHIP	WEST GOSHEN TOWNSHIP
ETNA BOROUGH	NORTH MIDDLETON TOWNSHIP	WEST HAZELTON BOROUGH
EVANS CITY SEVEN FIELDS REGIONAL	NORTH STRABANE TOWNSHIP	WEST HEMPFIELD TOWNSHIP
EXETER BOROUGH	NORTH VERSAILLES TOWNSHIP	WEST HILLS REGIONAL
EXETER TOWNSHIP	NORTH WALES BOROUGH	WEST HOMESTEAD BOROUGH
FAIRVIEW TOWNSHIP	NORTH WOODBURY TOWNSHIP	WEST KITTANNING BOROUGH
FAIRVIEW TOWNSHIP	NORTHAMPTON BOROUGH	WEST LAMPETER TWP
FALLS TOWNSHIP	NORTHAMPTON TOWNSHIP	WEST MAHANNOY TOWNSHIP
FARRELL CITY	NORTHEASTERN REGIONAL	WEST MANCHESTER TOWNSHIP
FERGUSON TOWNSHIP	NORTHERN BERKS REGIONAL	WEST MANHEIM TOWNSHIP



FINDLAY TOWNSHIP	NORTHERN CAMBRIA BOROUGH	WEST MEAD TOWNSHIP
FLEETWOOD BOROUGH	NORTHERN LANCASTER COUNTY REGIONAL	WEST MIFFLIN
FORD CITY BOROUGH	NORTHERN REGIONAL	WEST NORRITON TOWNSHIP
FOREST CITY BOROUGH	NORTHERN YORK REGIONAL	WEST PENN TOWNSHIP
FOREST HILLS BOROUGH	NORTHUMBERLAND BOROUGH	WEST PIKELAND TOWNSHIP
FORKS TOWNSHIP	NORTHWEST LANCASTER COUNTY REGIONAL	WEST PITTSTON BOROUGH
FORTY FORT BOROUGH	OAKMONT BOROUGH	WEST POTTSBORO TOWNSHIP
FOSTER TOWNSHIP	OHARA TOWNSHIP	WEST READING BOROUGH
FOUNTAIN HILL BOROUGH	OHIO TOWNSHIP	WEST SADSBUURY TOWNSHIP
FRACKVILLE BOROUGH	OHIOVILLE BOROUGH	WEST SHORE REGIONAL
FRANCONIA TOWNSHIP	OIL CITY	WEST VIEW BOROUGH
FRANKLIN CITY	OLD FORGE BOROUGH	WEST WHITELAND TOWNSHIP
FRANKLIN TOWNSHIP	OLD LYCOMING TOWNSHIP	WEST WYOMING BOROUGH
FRAZER TOWNSHIP	OLYPHANT BOROUGH	WEST YORK BOROUGH
FREEDOM BOROUGH	ORANGEVILLE AREA	WESTTOWN/EAST GOSHEN REGIONAL
FREEDOM TOWNSHIP	ORWIGSBURG BOROUGH	WHITAKER BOROUGH
FREEMANSBURG BOROUGH	PALMER TOWNSHIP	WHITE HAVEN BOROUGH
GALLITZIN BOROUGH	PALMERTON BOROUGH	WHITE OAK BOROUGH
GALLITZIN TOWNSHIP	PALMYRA BOROUGH	WHITEHALL BOROUGH
GETTYSBURG BOROUGH	PALO ALTO BOROUGH	WHITEHALL TOWNSHIP
GILPIN TOWNSHIP	PARKESBURG BOROUGH	WHITEMARSH TOWNSHIP
GIRARD BOROUGH	PARKS TOWNSHIP	WHITPAIN TOWNSHIP
GIRARDVILLE BOROUGH	PATTON BOROUGH	WICONISCO TOWNSHIP
GLASSPORT BOROUGH	PATTON TOWNSHIP	WILKES BARRE CITY
GLENOLDEN BOROUGH	PENBROOK BOROUGH	WILKES BARRE TOWNSHIP

GRANVILLE TOWNSHIP	PENN HILLS	WILLIAMSBURG BOROUGH
GREEN TREE BOROUGH	PENN TOWNSHIP	WILLIAMSPORT CITY
GREENCASTLE BOROUGH	PENN TOWNSHIP	WILLISTOWN TOWNSHIP
GREENFIELD TOWNSHIP	PENN TOWNSHIP	WORTHINGTON BOROUGH POLICE
GREENFIELD TOWNSHIP	PENNDel BOROUGH	WRIGHT TOWNSHIP
GREENSBURG CITY	PENNRIDGE REGIONAL	WRIGHTSVILLE BOROUGH (EXPIRED)
GREENVILLE	PEQUEA TOWNSHIP	WYOMING BOROUGH
GROVE CITY BOROUGH	PERKASIE BOROUGH	WYOMISSING BOROUGH
HALIFAX BOROUGH	PETERS TOWNSHIP	YARDLEY BOROUGH
HAMBURG BOROUGH	PHILADELPHIA CITY	YEADON BOROUGH
HAMPDEN TOWNSHIP	PHOENIXVILLE BOROUGH	YORK AREA REGIONAL
HANOVER BOROUGH	PINE CREEK TOWNSHIP	YORK CITY
HANOVER TOWNSHIP	PINE GROVE BOROUGH	YOUNGSVILLE BOROUGH
HARMAR TOWNSHIP	PITTSBURGH CITY	ZELIENOPLE BOROUGH

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

**Planned Participation in Click-it-or-Ticket**

**Mobilization 3: Memorial Day “Click It or Ticket” Mobilization – May 16 - June 5, 2022**

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

**Participation:** Involvement from municipal police will be coordinated under the Police Traffic Services grant project which reaches approximately 700 police departments. The PA State Police will also participate during the mobilization period.

**Enforcement strategies:**

12. LELs will contact each Municipal Law Enforcement Agency (LEA) to confirm participation, review crash maps, identify target roadways, and plan enforcement strategies during the mobilization.

Partner with LEAs conducting Impaired Driving operations during this mobilization for joint enforcement efforts. Joint Operations could include a combination of enforcement, earned media, awareness and education. There will not be any consolidation of funding or enforcement time.

Every participating LEA will be required to conduct enforcement details

(Saturation patrols, and Traffic Enforcement Zones) on identified roadways in their jurisdiction.

PA State Police will coordinate with municipal LEAs for enforcement and public awareness.

PA State Police will conduct Child Seat Check Events.

LEAs will be required to review enforcement plans on low belt use roadways in their jurisdictions as identified by unbelted crash data. Each participating department will be informed of the enforcement priorities below:

Any department that cannot commit to a “zero tolerance” seat belt enforcement policy will not be eligible to participate in any seat belt mobilization.

Departments agree to conduct at least 50 percent of enforcement at night. (High Risk Population Program)

Departments will participate in Saturation Patrols and Traffic Enforcement Zones.

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

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

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

**Child restraint inspection stations**

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

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

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

Unique Identifier	Planned Activity Name
CP-2022-02	Planned Activity: Statewide Child Passenger Safety Program Coordination

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

Planned inspection stations and/or events: 246

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

Populations served - urban: 169

Populations served - rural: 77

Populations served - at risk: 86

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

**Child passenger safety technicians**

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

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

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

Unique Identifier	Planned Activity Name
CP-2022-02	

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

Estimated total number of classes: **10**

Estimated total number of technicians: **200**

### **Maintenance of effort**

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

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

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

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **No**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

### **Seat belt enforcement**

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

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

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

Unique Identifier	Planned Activity Name
PT-2022-04	Planned Activity: Municipal Police Traffic Services Enforcement Program
OP-2022-01; PT-2022-01; M2HVE-2022-01; M5HVE-2022-01; FHLE-2022-01	Planned Activity: PA State Police Traffic Safety Initiatives

### **High risk population countermeasure programs**

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

Countermeasure Strategy
Countermeasure Strategy: High Visibility and Sustained OP Enforcement

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

Unique Identifier	Planned Activity Name
PT-2022-04	Planned Activity: Municipal Police Traffic Services Enforcement Program

### **Occupant protection program assessment**

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted October 19-23, 2020.

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

### Traffic records coordinating committee (TRCC)

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

Meeting Date
9/21/2020
12/14/2020
3/8/2021
5/17/2021
6/7/2021

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

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

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

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

<u>Member</u>	<u>Title</u>	<u>Organization</u>	<u>Core Safety Database</u>
Bahoric, Andrea	Division Manager	PennDOT	ROADWAY
Beas, Allison		NHTSA	
Bowale, Abiodun (+)	Statistical Analyst 2	PA Dept of Health	INJURY SURVEILLANCE
Cotter, Tim		NHTSA	
de Leon, Chris	Project Manager	PennDOT	
Desendi, Frank M	Planning Division Manager	PennDOT	ROADWAY
Frampton, Matthew	Coordinator	South Central Highway Safety	
Freeland, Jeremy	Division Manager	PennDOT	ROADWAY
Glass, Thomas R	Transportation Planning Manager	PennDOT	
Gomez, Francisco		NHTSA	

Gray, Gavin	Section Chief	PennDOT	
Harlan, Jory		Local Police	
Hershock, Jason	Traffic Control Specialist Supervisor	PennDOT	
Hoffman, Scott (-)	IT Executive	PennDOT	
Hoh, Phil	Committeeman	Fraternal Order of Police	
Houpt, William	Safety Engineer	FHWA	
*Kelly, Dave	Information Tech Generalist 2	PennDOT	CRASH
*Krol, Laura (-)	Division Chief	PennDOT	DRIVER
Krol, Robert (-)	Captain	PSP, Bureau of Patrol	
Leymeister, Rick		Highway Safety Network	
*Love, Troy (-)	Transportation Planning Specialist Supervisor	PennDOT	
Madrak, Stephen (+)	Director	PennDOT	
McClenahan, Colin (-)	Civil Engineer Manager	PennDOT	ROADWAY
Melo, Jenine	Program Administrator	Dept of Health	INJURY SURVEILLANCE
Moriarty, James		Highway Safety Network	
Nelson, Joanne		PA Health Care Cost Containment Council	INJURY SURVEILLANCE
Niles, John (+)	Lieutenant	Pennsylvania State Police	
Oliver, David	Statistician	Vital Statistics	INJURY SURVEILLANCE
Pelino, Dominic	Program Manger	PA Courts	CITATION / ADJUDICATION
*Polonia, Lisa	Training Manager	AOPC	CITATION / ADJUDICATION
Polen, Craig	Lieutenant	PA State Police	
Pope, David (-)	Lieutenant	PA State Police	
Popp, Tammi	Director	PennDOT	DRIVER / VEHICLE



Poretta, Kim	Division Chief	PennDOT	
Ranieri, Robert	Program Manager	PennDOT	CRASH
Reed, Ty	Roadway Programs Manager	PennDOT	ROADWAY
*Reedich, Mike	Senior Application Developer	PennDOT	
Rhone, Aaron	Program Manger	Dept of Health	INJURY SURVEILLANCE
Richenderfer, William	Secretary	PA Chiefs of Police Association	
Riley, Roger (-)	Director	PennDOT	
Rothermel, Mark	Director	Citation / Adjudication	CITATION / ADJUDICATION
Schreffler, Fritzi	Transportation Community Relations Coordinator 1	PennDOT	
Shenk, Scott	Division Chief	PennDOT	VEHICLE
Simon, Rich	Regional Administrator	NHTSA Region 2	
Swihura, Chris	Transportation Planning Specialist	PennDOT	
*Talluri, Partha	IT Manager	OA - BBSS	
Templeton, Kara	Bureau Director	PennDOT	DRIVER
Tomlinson, Doug	Division Chief	PennDOT	
*Tran, Loc	IT Manager	OA - BBSS	
Van Sickle, John (-)	Senior Civil Eng Supervisor	PennDOT	ROADWAY
*Wallen, Doreen	Division Chief	PennDOT	
Wasko, Anita M (-)	Bureau Director	PennDOT	VEHICLE
*Zechman, Brent (-)	Sergeant	PA State Police	

\*Indicates individual is a backup voting member.

(+) New member as of July 1st, 2021

(-) No longer a member as of July 1st, 2021

### **Traffic Records System Assessment**

Recommendations

See pages 12-22 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

### **Traffic Records for Measurable Progress**

See pages 12-22 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

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

See pages 12-22 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

### **Traffic Records for Model Performance Measures**

#### **3.0 Performance Metrics Submission**

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

##### **3.1 Core System: Crash**

**Performance Area:** Completeness (progress)

**Measurement:**

See pages 23-24 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

##### **3.2 Core System: Crash**

**Performance Area:** Accuracy (progress)

**Measurement:**

See page 25-26 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

##### **3.3 Core System: Crash**

**Performance Area:** Timeliness (progress)

**Measurement:**

See pages 27-28 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

##### **3.4 Core System: Crash**

**Performance Area:** Completeness (regression)

**Measurement:**

See page 29 of the [PA\\_FY22\\_405c\\_Approved TRCC Strategic Plan.pdf](#)

### 3.5 Core System: Crash

**Performance Area:** Accessibility (progress)

**Measurement:**

See pages 30-31 of the PA\_FY22\_405c\_Approved TRCC Strategic Plan.pdf

### 3.6 Core System: Crash

**Performance Area:** Uniformity (progress)

**Measurement:**

See page 32 of the PA\_FY22\_405c\_Approved TRCC Strategic Plan.pdf

### State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

Supporting Document
PA_FY21_405c_Approved TRCC Strategic Plan.pdf

### Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2022-01	Planned Activity: Statewide Traffic Records Program Support
M3DA-2022-02	Planned Activity: Crash Architecture and Public/Private Data Interface
M3DA-2022-03	Planned Activity: M.A.C.H.
M3DA-2022-04	Planned Activity: Crash Case Backlog
M3DA-2022-05	Planned Activity: Implementation of Local Roads to PennDOT's Databases
State Funded	Planned Activity: Re-write of portions of the Vehicle Registration and Driver Licensing Systems
State Funded	Planned Activity: CDART System Enhancements

State Funded	Planned Activity: CRS System Enhancements
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**Quantitative and Measurable Improvement**

**Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

<b>Supporting Document</b>
PA_FY22_405c_Approved TRCC Strategic Plan.pdf

**State Highway Safety Data and Traffic Records System Assessment**

**Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: **12/7/2020**

**Requirement for maintenance of effort**

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015**

## **405(d) Impaired driving countermeasures grant**

### **Impaired Driving Assurances**

Impaired Driving Qualification: **Mid-Range State**

ASSURANCE: The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

ASSURANCE: The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

### **Statewide Impaired Driving Task Force Approval of Impaired Driving Plan**

The Strategic Plan to Reduce Impaired Driving was approved by the Statewide Impaired Driving Task Force on: June 17, 2021.

### **Authority and Basis of Operation of Statewide Impaired Driving Task Force**

See pages 7-9 of the PA\_FY22\_405d\_Aproved DUI Plan.pdf (Strategic Plan to Reduce Impaired Driving).

### **Statewide Impaired Driving Task Force Membership**

See pages 11-12 of the PA\_FY22\_405d\_Aproved DUI Plan.pdf (Strategic Plan to Reduce Impaired Driving).

### **Strategic Plan on Impaired Driving Details**

The attached file titled PA\_FY22\_405d \_Approved DUI Plan.pdf is Pennsylvania's Strategic Plan to Reduce Impaired Driving. The plan is based on Highway Safety Guideline No. 8 – Impaired Driving. Pennsylvania is submitting this new plan for FY2022.

### **Impaired Driving Program Assessment**

Date of Last NHTSA Assessment: NHTSA conducted a Special Management Review (SMR) of Pennsylvania's Impaired Driving Program during September 2010.

## **405(f) Motorcyclist safety grant**

### **Motorcycle safety information**

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

### **Motorcycle rider training course**

**Enter the name and organization of the head of the designated State authority over motorcyclist's safety issues.**

State authority agency: Department of Transportation

State authority name/title: Yassmin Gramian, P.E., Secretary

**Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.**

Approved curricula: Total Control Training, Inc and Motorcycle Safety Foundation

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Adams	5,011
Allegheny	25,952
Blair	4,947
Bradford	2,460
Bucks	16,857
Cambria	6,279
Centre	3,900
Clearfield	4,015
Columbia	2,490
Cumberland	7,785
Dauphin	7,251
Erie	8,104
Fayette	4,984
Lackawanna	5,123
Lancaster	19,447
Luzerne	8,591
Mckean	1,689
Montgomery	16,876
Philadelphia	13,537
Pike	2,675
Schuylkill	5,667
Snyder	1,573
Somerset	3,715
Union	1,447
Washington	8,695
Westmoreland	14,248
York	20,082

**Enter the total number of registered motorcycles in State: 372,099**

**Use of fees collected from motorcyclists for motorcycle programs**

**Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.**

Use of fees criterion: **Data State**

If “Data State” is selected:

To demonstrate compliance as a Data State, upload the following items in the application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

<b>Supporting Document</b>
PA_FY22_405f_use of fees collected



## **Certifications, Assurances, and Highway Safety Plan PDFs**

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

<b>Supporting Documents</b>
PA_FY22_Appendix A; PA_FY22_Appendix B