



FY 2023 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(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(e) Distracted Driving: **No**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(h) Non-Motorized Safety: **Yes**
- S. 1906 Racial Profiling Data Collection: **No**

Highway Safety Planning Process

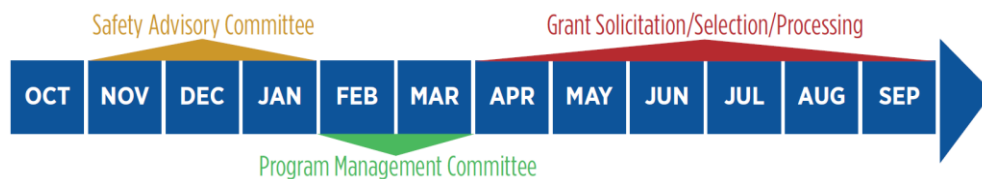
Data Sources and Processes

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 2022 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 2024-2026 Highway Safety Plan. Final reimbursement claims for FFY 2022 are processed. |
| December | Finalize FFY 2022 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 2024-2026 program area countermeasures and budgets. Program staff begins FFY 2023 project monitoring visits. |

| | |
|----------------------|---|
| February and March | Submit FFY 2024-2026 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. Begin planning for the Fall Communications Workshop. |
| April to June | Solicit applicants for new FFY 2024-2026 local grant opportunities and begin preparation of FFY 2024-2026 Highway Safety Plan (HSP) and 405 certifications. Coordinate new Highway Safety Grant Agreements for FFY 2024-2026 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 2024-2026 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 th 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. |
| August and September | Complete selection and subsequent negotiations of FFY 2024-2026 local grants. Complete processing of FFY 2024-2026 local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to FFY 2023 grantees. |

COVID-19 Impacts to Planning Process

Pennsylvania’s Highway Safety Office and partners transitioned to virtual platforms during the COVID-19 Pandemic, providing essential information and updates to our network for training related to law enforcement, community outreach, and education. For FFY2023, ongoing mitigation related to the pandemic will continue to be considered, but most events are transitioning back to in-person. The Fall Outreach Coordination Workshop is planned for October 17-19th in Williamsport and the PA Traffic Safety Conference is being planned for April in Pittsburgh. Safety partners and grantees will continue to follow the guidance of their agencies as to attending 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. The SAC recently began considering both single and multi-year program budgets. While multi-year agreements reduce agreement processing time, administrative costs, and support long-term planning by subgrantees, the FY23 SAC approvals are for a single year to align our planning efforts to the Bipartisan Infrastructure Law updates of the HSP process taking effect in FFY2024. Multi-year opportunities will be revisited at that time.

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. Crash and other data analysis provide justification for including identified program areas and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Pennsylvania.

The selected countermeasures and associated strategies 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, Tenth Edition, 2021 are included with the countermeasure descriptions (CTW, Chapter: Sections).

Coordination with SHSP

The Strategic Highway Safety Plan (SHSP) was recently updated in 2022 and prioritized emphasis and other safety focus areas that have the most influence on improving highway safety throughout the state. This plan also established the Department’s safety goals. The goal identified was to reduce average fatalities and serious injuries to support the national effort of ending fatalities on our nation’s roads within the next 30 years. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s safety goals over the next five years are to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. This will drive a reversal of current trends and allow for the implementation of other components to support long-term success toward our overall reduction goals. These components consist of:

- Increased safety culture outreach to reverse current trends that began during the COVID-19 pandemic and reduce unsafe driving behaviors like impaired driving, speeding, and other aggressive and distracted driving habits.
- Vehicle-assist features are becoming more mainstream in the vehicle fleet across the nation, but it is suggested that it may take up to 10 years to turn over the existing fleet to allow for greater saturation of these emerging technologies.
- Improved integration of Highway Safety Manual methodologies into the planning and project development processes will lead to project selection that has a greater safety return for the financial investment, which will drive a steeper decline in fatalities as we approach 2050.

Implementing these three factors along with many other strategies addressed in the SHSP will help Pennsylvania progress toward zero deaths and support the long-term federal goal for achieving zero deaths by 2050.

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 2022 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 3 priority emphasis areas and 15 other Safety Focus Areas to drive down fatalities and serious injuries.

The behavioral goals, strategies, and action steps in Pennsylvania’s SHSP reflect the activities and programs in the HSP; priority emphasis areas are in **bold**.

- Lane Departure Crashes
- Speeding & Aggressive Driving
- Seat Belt Usage
- Impaired Driving
- Intersection Safety
- Mature Driver Safety
- Local Road Safety
- Vulnerable User Safety (Motorcycle Safety)
- Vulnerable User Safety (Pedestrian Safety)
- Vulnerable User Safety (Bicyclist Safety)
- Commercial Vehicle Safety
- Young & Inexperienced Drivers
- Distracted Driving
- Traffic Records Data
- Work Zone Safety
- Transportation Systems Management & Operations (TSMO)
- Emergency Medical Services (EMS)
- Vehicle-Train Safety

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 February 2022 and can be found at: <http://www.penndot.pa.gov/safety>.

Processes Participants

In addition to the Safety Advisory Committee members, Pennsylvania has a variety of state and local safety partners who participate in the planning process. During FFY23, the Highway Safety Office will be forming a working group to enhance the effectiveness of the SAC, suggest project ideas that will help PA qualify for additional funding opportunities under the B.I.L., and expand the composition of the SAC to additional partners representing new traffic safety voices and perspectives.

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% of the State population and just over 6% 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

As a large number of strategies contained in this Highway Safety Plan are enforcement-based, providing and coordinating training for the police community is paramount in reaching the safety targets. To act as the testing officer at NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and be NHTSA standardized field sobriety test (SFST) certified. To achieve this, trainings must be available to the police community in conducting checkpoints and other targeted DUI enforcement. 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, acting as lead coordinator of the State's Child Passenger Safety Week activities, and making 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 and associated populations 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% 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.

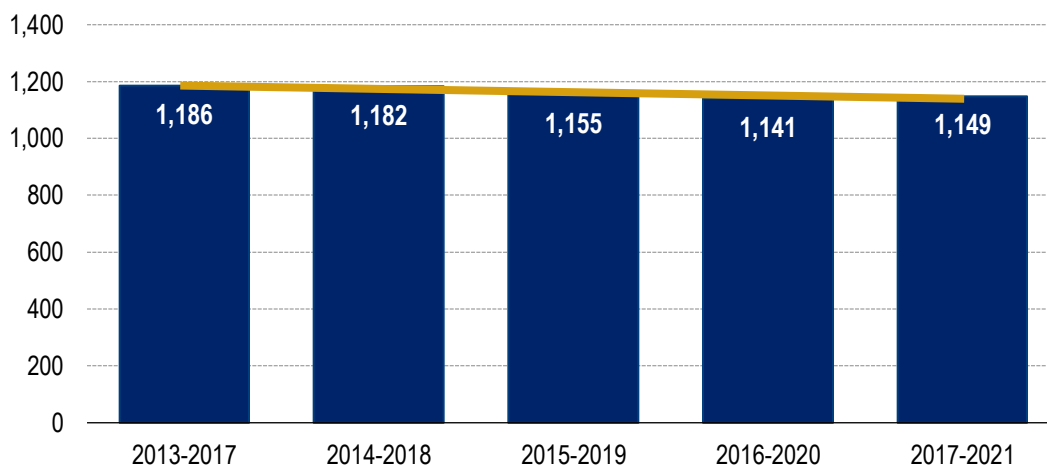
County Courts

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 2021, statewide traffic deaths increased to 1,230 from 1,129 in 2020. Pennsylvania roadway deaths were up about 9% in 2021. This increase is in line with the National Highway Traffic Safety Administration report projecting a national increase of approximately 12% in the first nine months of 2021.

Historic Traffic Fatalities, Five-Year Averages (2017-2022)



Fatalities involving impaired driving decreased from 471 in 2020 to 450 in 2021. While impaired driving fatalities have decreased over the last 15 years, they remain high, accounting for more than 35% of fatalities in 2021.

Pedestrian fatalities increased to 182, up from 146 in 2020, representing 15% of fatalities statewide in 2021. Other crash types with notable increases in fatalities in 2021 include:

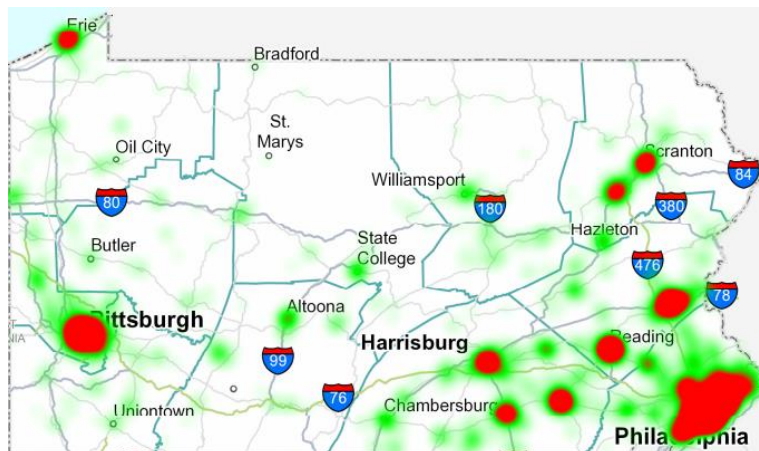
- Crashes involving a 16 to 17-year-old driver – 45 fatalities, up from 26 in 2020.
- Crashes involving aggressive driving – 126 fatalities, up from 91 in 2020.
- Motorcyclist Fatalities – 226 fatalities, up from 217 in 2020.
- Crashes involving heavy trucks – 156 fatalities, up from 122 in 2020.
- Unrestrained fatalities – 378, up from 348 in 2020.

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 2020, 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 Police Traffic Service (PTS) grants were implemented in FFY 2021. These grantees receive funding to address four sustained enforcement opportunities – 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, 2021 shows an increase of 27.3%. Pedestrians account for 14.8% of all traffic deaths in Pennsylvania, despite representing only 2.6% of traffic crashes. In FY 2023, the Highway Safety Office will provide roughly \$1,050,000 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: 2021 Crashes involving a Pedestrian



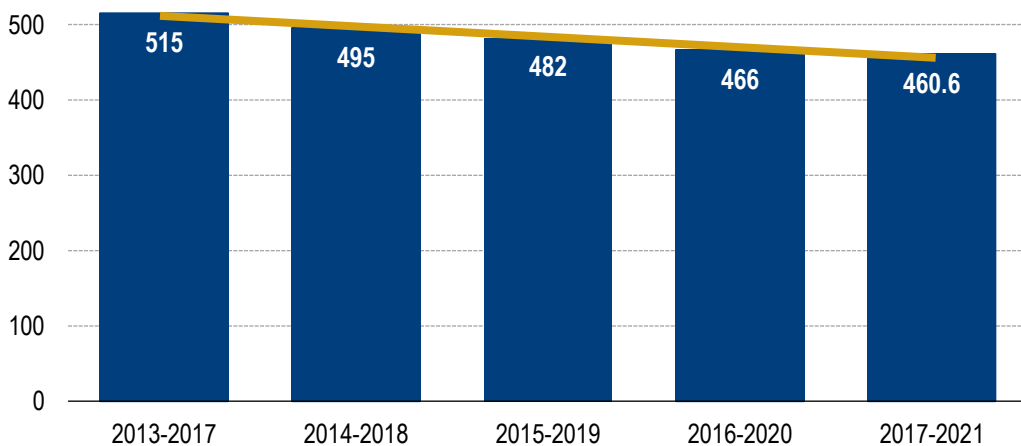
Source: <https://crashinfo.penndot.gov>

As impaired driving is always an issue, drugged driving crashes continue to be a concern in Pennsylvania. The 5-year average for 2017-2021 for drugged driver crashes has increased to 4,119 – a 13% increase from the 5-year average in 2012-2016. As reported by the PA municipal police departments through our e-grants system in FFY 2022, the Police Traffic Service (PTS) projects arrested approximately 250 drugged drivers during Impaired Driving enforcement events, a 6% increase in DUI-Drug arrests from the prior grant year. An additional 100 drugged driver arrests were made during other grant funded enforcement efforts.

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 2022, which included more than 250 certified DREs statewide who conducted more than 2,000 evaluations, and the highly requested medical marijuana law workshops and drug trends training.

The five-year average for speeding-related fatalities have declined 11% since 2017 but, for the years 2017 through 2021, accounted for 40.1% of all fatalities.

Speeding-Related Fatalities, Five-Year Averages (2017-2022)

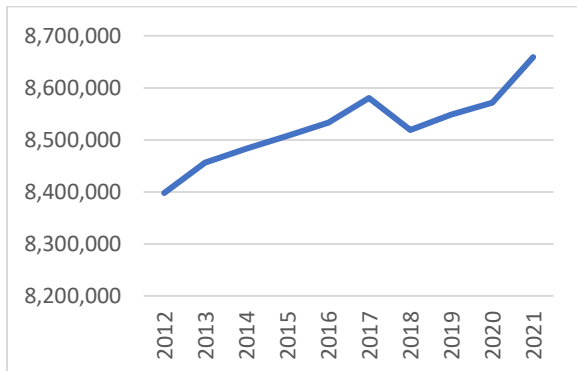


The Centers for Disease Control and Prevention (CDC) reports that motor vehicle crashes are the second leading cause of death for U.S. teens; seven teens age 13 to 19 die every day from motor vehicle injuries. The IIAH 2020 Fatality Facts states that per mile driven, teen drivers aged 16-19 are nearly three times as likely as drivers aged 20 or older to be in a fatal crash and the risk is highest at ages 16-17. In 2021, crashes involving a 16–17-year-old driver increased to 45 fatalities, up from 26 in 2020. According to the [2019 High School Youth Risk Behavior Survey for Pennsylvania](#), 38.8% 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.

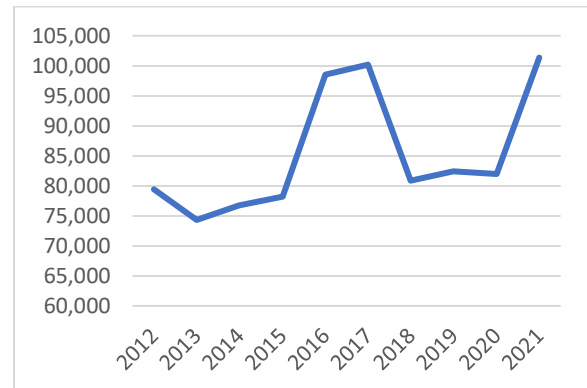
Distracted driving is a serious concern among all age groups in Pennsylvania. The [AOPC](#) reports that from 2017-2021, 61% of distracted driving citations were given to people in their 20's (33%) or 30's (28%) and 71% of people cited were male. While the 5-year average number of distracted driving crashes has decreased by over 10% in the last 5 years, there were 12,741 reportable distracted driving crashes in 2021. 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 – 2022 grant periods, the Indiana University of Pennsylvania (IUP) updated the drivers education curriculum to deliver to the Pennsylvania secondary schools, and delivered training to our CTSP network.

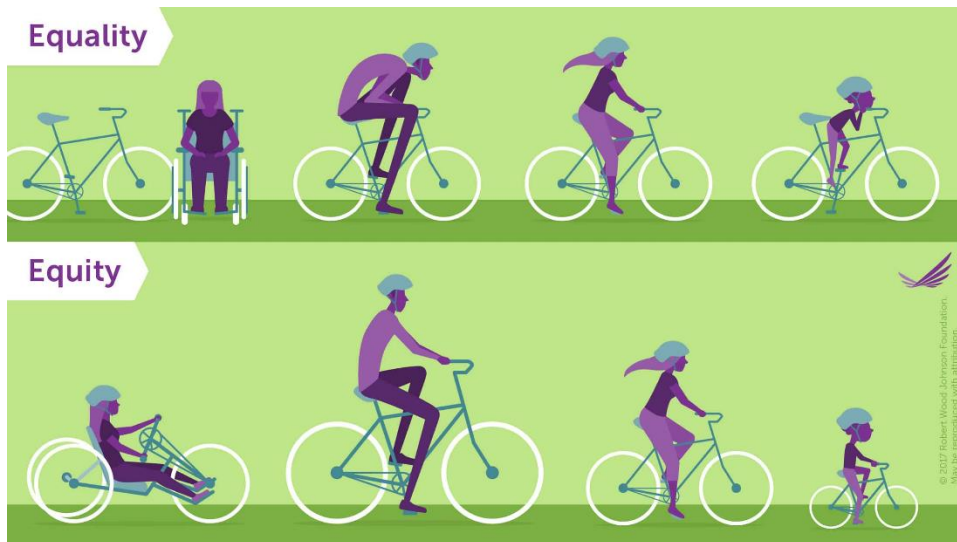
PTS and CTSP grant applicants receive a funding allocation based on the finalized crash data in their coverage areas. Because of the importance of the allocation based CTSP and PTS programs to address both historic and emerging data trends, the grant info sheets require applicants to apply for and have access to the associated Pennsylvania Crash Information Tool (PCIT) website's Restricted Access section. The reportable crash data in their coverage area (required to be utilized as the foundation for the proposals) is available for download to these allocation-based applicants at the start of the application period. Grantees also have access to the most recent, non-public (non-finalized) data and are encouraged during the grant period to periodically re-evaluate their existing strategies and time allocations, based on emerging data trends using the restricted access website data.

Below is a subset of the summary table of the statewide annual (2021) 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.

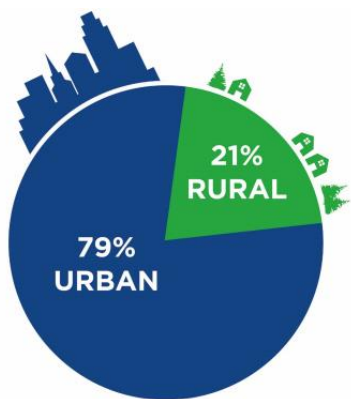
| | Statewide Fatalities (2021) | Total Population | Fatalities Per 100,000 Population | SFA (% of Statewide Fatalities) |
|------------------------------------|--|-----------------------------|--|--|
| Total Fatalities | 1230 | 12,702,379 | 9.7 | 100% |
| Aggressive Driving / Speeding | 499 | 12,702,379 | 3.93 | 40.6% |
| Bicycle Safety | 24 | 12,702,379 | 0.19 | 2.0% |
| Child Safety | 59 | 12,702,379 | 0.46 | 4.8% |
| Commercial Motor Vehicle Safety | 173 | 12,702,379 | 1.36 | 14.1% |
| Distracted Driving | 63 | 12,702,379 | 0.5 | 5.1% |
| Impaired Driving | 450 | 12,702,379 | 3.54 | 36.6% |
| Mature Driver | 302 | 12,702,379 | 2.38 | 24.6% |
| Motorcycle Safety | 230 | 12,702,379 | 1.81 | 18.7% |
| Pedestrian Safety | 183 | 12,702,379 | 1.44 | 14.9% |
| Seat Belts | 484 | 12,702,379 | 3.81 | 39.4% |
| Teen Driver | 133 | 12,702,379 | 1.05 | 10.8% |
| Work Zone Safety | 16 | 12,702,379 | 0.13 | 1.3% |

**Note: 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 demographics including urban and rural populations, racial and ethnic minorities, and the young and the old, among many more. Promoting health equity involves providing every person, regardless of location, religion, race, ethnicity, sexual orientation or gender identity and expression, the same opportunity to travel safely and reach their intended destinations.



Pennsylvania has a large rural area represented by 48 of the Commonwealth’s total 67 counties; however, nearly three-in-four citizens live in an urban area. The number of Pennsylvanians living in urban areas increased 2% between 2010 and 2020 while the rural population declined about 2%. 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 5th 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 and currently represents 19.1% of the total state population.

To help bring highway safety education and awareness to the underserved populations across Pennsylvania, additional funding has been made available for the Community Traffic Safety Projects (CTSP) in FFY 2023. Although the CTSPs will continue to address highway safety

issues identified through crash statistics, these educational projects will also address populations beyond those identified by crashes alone. An additional \$500,000 is available for CTSP application via one of three funding tiers (\$5,000, \$15,000, \$25,000) to provide services, education, and resources to their identified underserved communities. This funding can also be used for educating our CTSP coordinators and related staff on ways to identify and effectively address the underserved populations in their coverage areas. Equity training will be held during the Fall Communications Workshop in October of 2022 to assist our CTSP coordinators with future applications. This training is also being offered to other partners both inside and outside of the network. To further assist our educational network with identifying highway safety issues, NHTSA will be providing some additional data training during this fiscal year. Using other data sources to identify populations and communities that lack resources and transportation access, our educational projects will be able to deliver safety programming to all Pennsylvanians.

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](#). Summary information about these program opportunities can be found on PennDOT's [Safety Grants](#) webpage. 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. New for FFY 2023 and forward, applicants are required to include analysis of data beyond the crash statistics to ensure safety programming and resources are reaching all communities across Pennsylvania. 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 of non-enforcement grants 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 for all operations under the project.

List of Information and Data Sources

- [2021 Pennsylvania Crash Facts & Statistics book](#)
- Pennsylvania Crash Data Analysis Retrieval Tool (CDART)
- Pennsylvania's e-grant reporting system - [dotGrants](#)
- [National Highway Traffic Safety Administration](#)
- [Centers for Disease Control and Prevention](#)
- Administrative Office of Pennsylvania Courts (AOPC)
- PennDOT Driver Licensing Database
- Pennsylvania State Police Quarterly Reports
- [The State of Health Equity in Pennsylvania](#)
- Pennsylvania's 2019 Active Transportation Plan (Pub 787)

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.
- 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. The 2022 PA SHSP includes four fundamental requirements to guide the implementation of the effort. These are leadership, collaboration, communication, and data collection-analysis. Each safety focus area has a lead organization and the individual action items under each strategy also has a lead. This will ensure accountability while delivering the action items contained in the SHSP.

Performance report

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 1,113.7 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line projection. The 2022 data point has been adjusted slightly upward to 1,162.7 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 4,490.8 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target, per the revised trend line projection. The 2022 data point has been adjusted slightly upward to 4,769.6 (2018-2022) by projecting a level 2022 data point and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 1.205 (2018-2022). Currently available crash data indicates we are expected to meet this previously established target, per the revised trend line projection. The 2022 data point has been adjusted slightly downward to 1.173 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 338.1 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2022 data point has been adjusted slightly upward to 340.28 (2018-2022), while the 2022 data point is still projected to represent an annual decrease.

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 2022 target included in the FFY 2022 HSP for this measure was 163.1 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2022 data point has been adjusted slightly upward to 167.8 (2018-2022), while the 2022 data point is still projected to represent an annual decrease.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 436.5 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised linear trend line. The projected 2022 data point has been adjusted slightly upward to 442.38 (2018-2022), while the 2022 data point is still projected to represent an annual decrease.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 178 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line. The projected 2022 data point has been adjusted slightly upward to 201.5 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 93.7 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line. The projected 2022 data point has been adjusted slightly upward to 102 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 115.6 (2018-2022). Currently available crash data indicates we are expected to meet this previously established target per the revised linear trend line. The projected 2022 data point has been adjusted slightly downward to 113.9 (2018-2022).

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

Progress: **In Progress**

Program-Area-Level Report

The 2020 target included in the FFY 2022 HSP for this measure was 152.7 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line. The projected 2022 data point has been adjusted slightly upward to 169.5 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 17 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line. The projected 2022 data point has been adjusted slightly upward to 19.9 (2018-2022) by projecting a 2% annual reduction for 2022 and calculating the adjusted target.

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

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 89.4% (2022). We are monitoring the survey redesign and our goal is to break the 90% threshold for the FFY 2023 HSP, our projected 2022 data point has been adjusted upward slightly to 90%.

Performance Measure: Drug Impaired Driver Crashes

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 3,661.8 (2018-2022). Currently available crash data indicates we are not expected to meet this previously established target per the revised trend line. The projected 2022 data point has been adjusted upward to 4,095.8 (2018-2022) by projecting a level 2022 data point and calculating the adjusted target.

Performance Measure: Completeness

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 0.14 (April 1, 2021-March 31, 2022). Currently available missing values reports indicate we are on track to meet this previously established target as the current missing values average is 0.10 values per report.

Performance Measure: Accuracy

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 0.38 (April 1, 2021-March 31, 2022). 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 0.34.

Performance Measure: Timeliness

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY 2022 HSP for this measure was 9.00. Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are not on track to meet this previously established target as the current average number of days to submit a case is 9.24.

Performance Measure: Complete Projects to Enhance Driver Education in Pennsylvania

Progress: **In Progress**

Program-Area-Level Report

The 2022 target included in the FFY2022 HSP for this measure was to complete 2 projects. The projects are on track to be completed in FFY 2022.

Performance Measure: Distracted Driving Fatalities

Progress: **In Progress**

Program-Area-Level Report

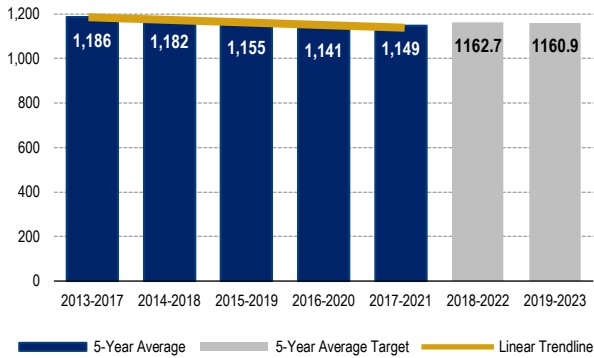
The 2022 target included in the FFY 2022 HSP for this measure was 61.2 (2018-2022). Currently available crash data indicates we are expected to meet this previously established target, per the revised linear trend line. The projected 2022 data point has been adjusted slightly downward to 58.2 (2018-2022).

Performance Plan

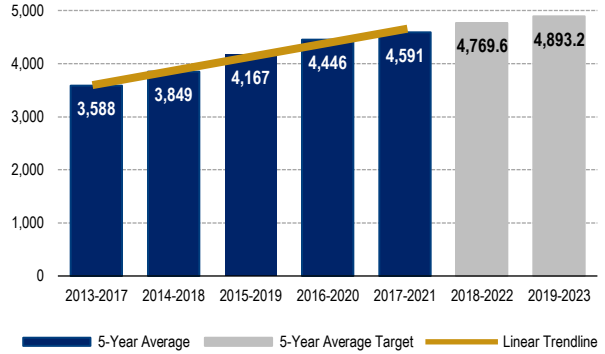
| Performance measure name | Target Period | Target Start Year | Target End Year | Target Value |
|---|---------------|-------------------|-----------------|--------------|
| C-1) Number of traffic fatalities (FARS) | 5 Year | 2019 | 2023 | 1,160.9 |
| C-2) Number of serious injuries in traffic crashes (State crash data) | 5 Year | 2019 | 2023 | 4,893.2 |
| C-3) Fatalities/VMT (FARS, FHWA) | 5 Year | 2019 | 2023 | 1.170 |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 5 Year | 2019 | 2023 | 330.8 |
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data) | 5 Year | 2019 | 2023 | 156.6 |
| C-6) Number of speeding-related fatalities (FARS) | 5 Year | 2019 | 2023 | 428.6 |
| C-7) Number of motorcyclist fatalities (FARS) | 5 Year | 2019 | 2023 | 211.9 |
| C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 5 Year | 2019 | 2023 | 103.9 |
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 5 Year | 2019 | 2023 | 110 |
| C-10) Number of pedestrian fatalities (FARS) | 5 Year | 2019 | 2023 | 165 |
| C-11) Number of bicyclist fatalities (FARS) | 5 Year | 2019 | 2023 | 20.9 |
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | Annual | 2023 | 2023 | 90% |
| Drug Impaired Driver Crashes (State crash data) | 5 Year | 2019 | 2023 | 4,162.4 |
| Completeness (TRCC Strategic Plan) | Annual | 4/22 | 4/23 | .09 |
| Accuracy (TRCC Strategic Plan) | Annual | 4/22 | 4/23 | .30 |
| Timeliness (TRCC Strategic Plan) | Annual | 4/22 | 4/23 | 9.0 |
| Distracted Driving Fatalities (State crash data) | 5 Year | 2019 | 2023 | 57 |

Performance Measure Charts and Targets

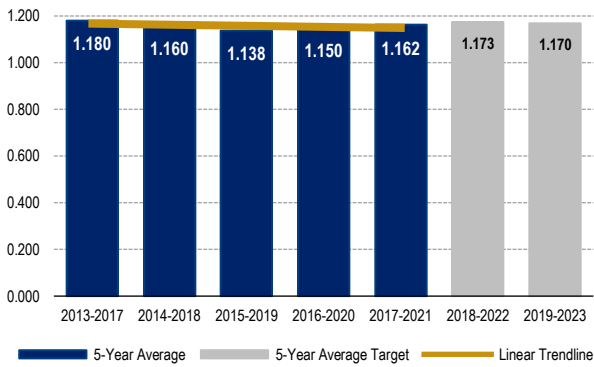
C-1) Number of traffic fatalities (FARS)



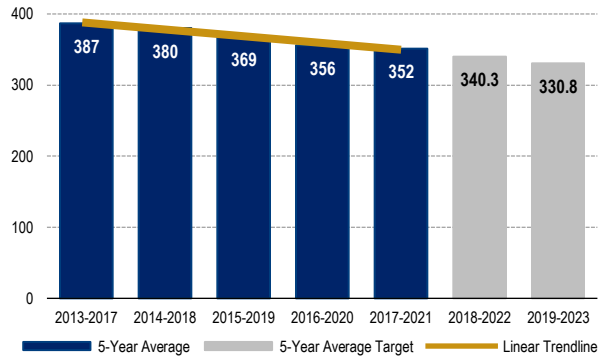
C-2) Number of serious injuries in traffic crashes (State crash data)



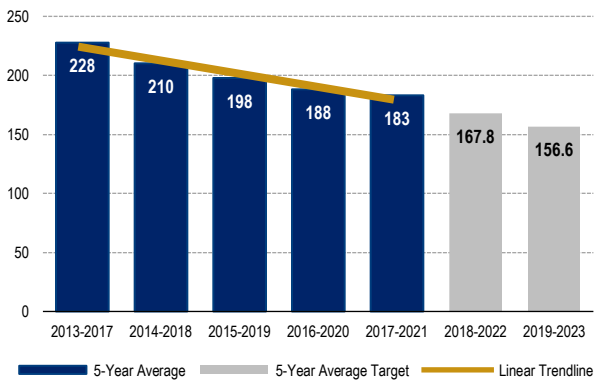
C-3) Fatalities/VMT (FARS, FHWA)



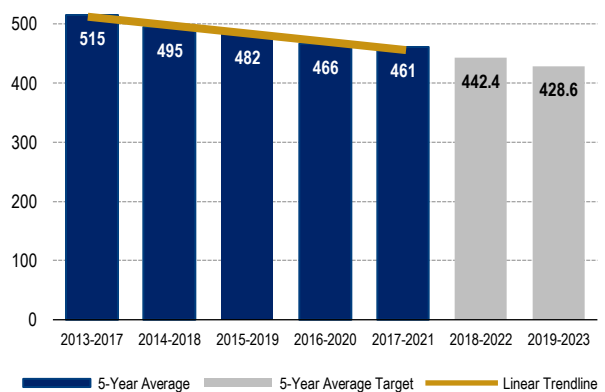
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)



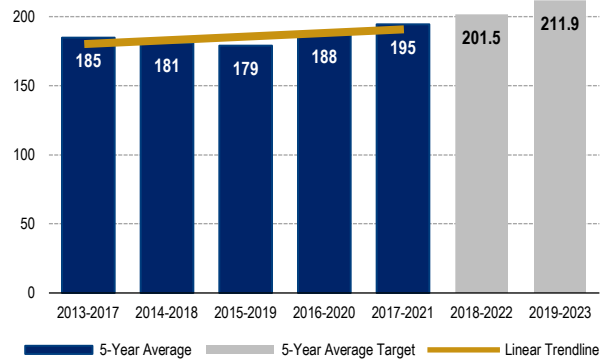
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data)



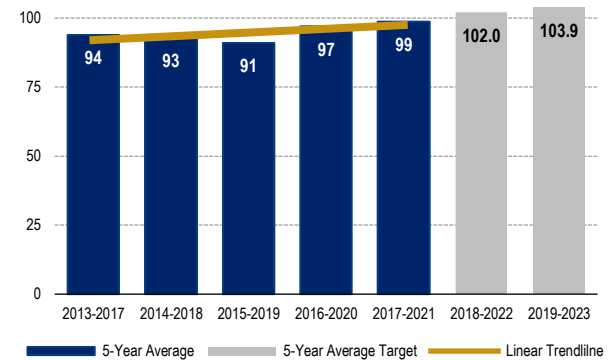
C-6) Number of speeding-related fatalities (FARS)



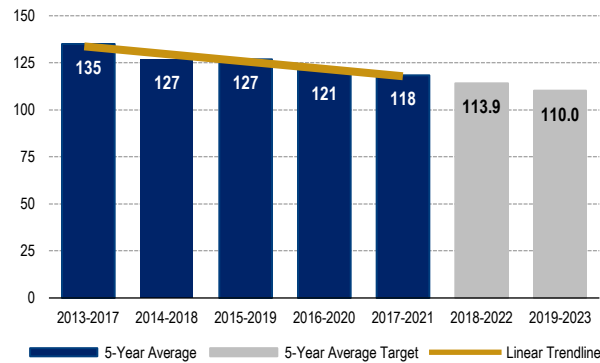
C-7) Number of motorcyclist fatalities (FARS)



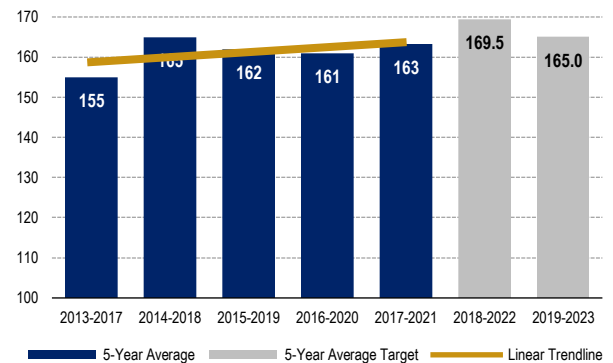
C-8) Number of unhelmeted motorcyclist fatalities (FARS)



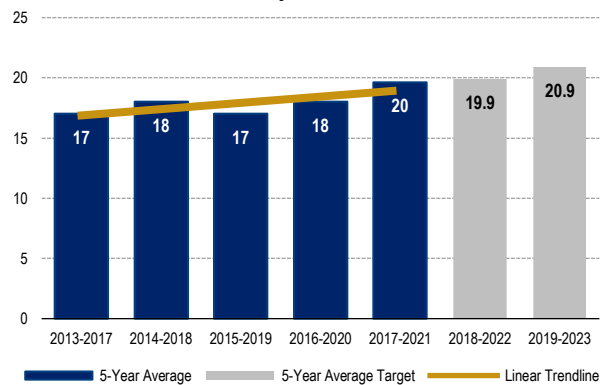
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)



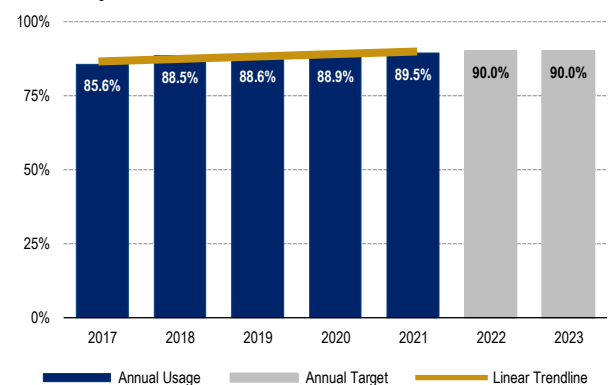
C-10) Number of pedestrian fatalities (FARS)



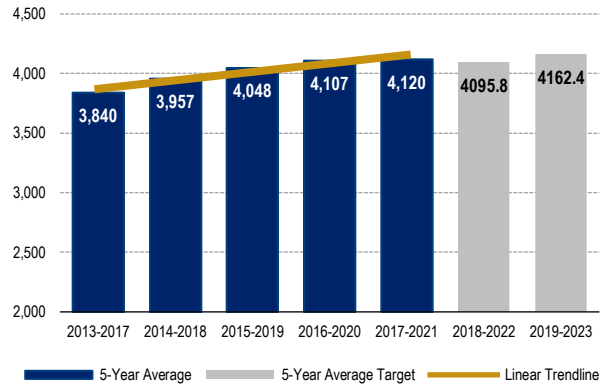
C-11) Number of bicyclist fatalities (FARS)



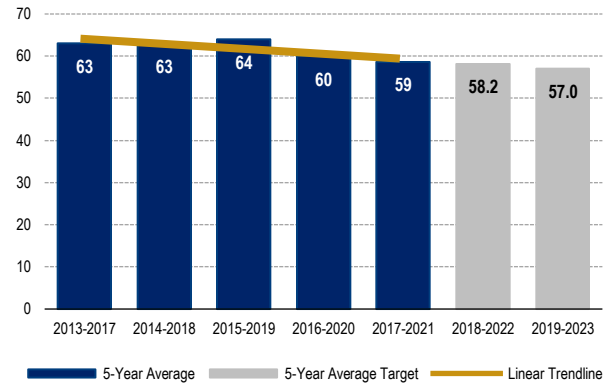
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)



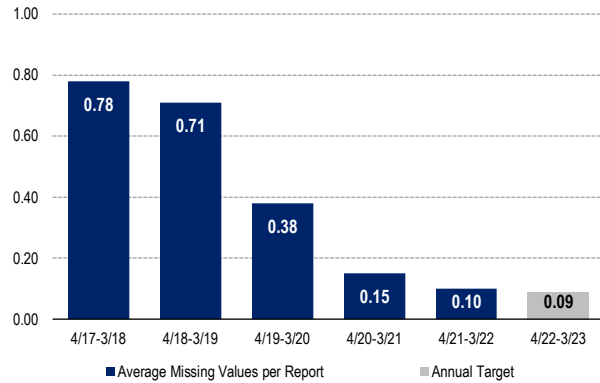
Drug Impaired Driver Crashes (State crash data)



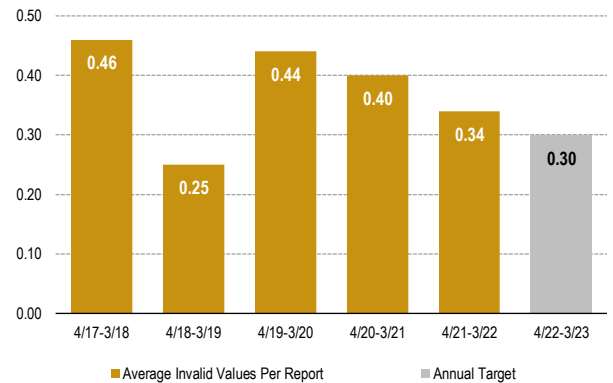
Distracted Driving Fatalities (State crash data)



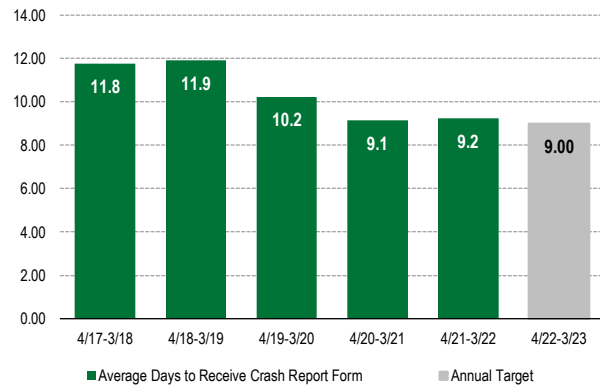
Completeness (TRCC Strategic Plan)



Accuracy (TRCC Strategic Plan)



Timeliness (TRCC Strategic Plan)



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)-2023 | Numeric | 1,160.9 | 5 Year | 2019 |

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. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal as identified in the SHSP is to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. 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 injury reduction goals will increase. The FFY 2023 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)

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)-2023 | Numeric | 4,893.2 | 5 Year | 2019 |

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. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal as identified in the SHSP is to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. 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 injury reduction goals will increase. For the FFY 2023 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

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---------------------------------------|---------------------------|---------------------|----------------------|--------------------------|
| C-3) Fatalities/VMT (FARS, FHWA)-2023 | Numeric | 1.170 | 5 Year | 2019 |

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. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal as identified in the SHSP is to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. 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 injury reduction goals will increase. For the FFY 2022 target, the VMT was calculated using a 2021 estimate.

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

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|---------------------------|---------------------|----------------------|--------------------------|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2023 | Numeric | 330.8 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests reduction in this category in 2023. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection, reducing fatalities from the period 2017 to 2021.

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

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 crash data)-2023 | Numeric | 156.6 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests reduction in this category in 2023. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection, reducing fatalities from the period 2017 to 2021.

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)-2023 | Numeric | 428.6 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests reduction in this category in 2023. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection, reducing fatalities from the period from 2017 to 2021.

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)-2023 | Numeric | 211 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting in 2023. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction (from 2021 to 2022) established in the SHSP.

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)-2023 | Numeric | 103.9 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting in 2023. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction (from 2021 to 2022) established in the SHSP.

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)-2023 | Numeric | 110 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests reduction in this category in 2023. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection, reducing fatalities over the period from 2017 to 2021.

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)-2023 | Numeric | 165 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting in 2023. As such, the 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction (from 2021 to 2022) established in the SHSP.

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)-2023 | Numeric | 20.9 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting in 2023. As such, the 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction (from 2021 to 2022) established in the SHSP.

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)-2023 | Percentage | 90% | Annual | 2023 |

Performance Target Justification

The trend analysis suggests an increase in this category in 2022. The 5-year average target proposed for this measure is to break the 90% threshold.

Performance Measure: Drug Impaired Driver Crashes (State crash data)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| Drug Impaired Driver Crashes (State crash data)-2023 | Numeric | 4,162.4 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests an increase in this category in 2023. To better align with the observed trend over the past five years. The 2021 annual data point is being utilized as the target for 2022 and 2023 to level the target and start reversing the trend.

Performance Measure: Completeness (TRCC Strategic Plan)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| Completeness (TRCC Strategic Plan)-2023 | Numeric | 0.09 | Annual | 2022 |

Primary performance attribute: **Completeness**

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

Performance Target Justification

The target value for 4/23 – 4/24 is 0.09. 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 Statewide Traffic Records Program Support project.

Performance Measure: Accuracy (TRCC Strategic Plan)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|-------------------------------------|--------------------|--------------|---------------|-------------------|
| Accuracy (TRCC Strategic Plan)-2023 | Numeric | 0.30 | Annual | 2023 |

Primary performance attribute: **Accuracy**

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

Performance Target Justification

The target value for 4/22 – 4/23 is 0.30. 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 Statewide Traffic Records Program Support project.

Performance Measure: Timeliness (TRCC Strategic Plan)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---------------------------------------|--------------------|--------------|---------------|-------------------|
| Timeliness (TRCC Strategic Plan)-2023 | Numeric | 9.0 | Annual | 2023 |

Primary performance attribute: **Timeliness**

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

Performance Target Justification

The target value for 4/22 – 4/23 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 Statewide Traffic Records Program Support project.

Performance Measure: Distracted Driving Fatalities (State crash data)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| Distracted Driving Fatalities (State crash data)-2023 | Numeric | 57 | 5 Year | 2019 |

Performance Target Justification

The trend analysis suggests increase in this category in 2022. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection, reducing fatalities from the period 2017 to 2021.

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: **5,330**

Fiscal Year A-1: **2021**

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

Impaired driving arrests: **4,076**

Fiscal Year A-2: **2021**

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

Speeding citations: **46,830**

Fiscal Year A-3: **2021**

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 review crash data.

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 talking points, social media posts, templates for media announcements, PSAs, and partnership ideas. Comprehensive updates in FFY 2022 revised nearly all of the information, added new information, including expanded social media post samples, and further enhanced the usability of the plan by reorganizing by topic.

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 Teen Mobilization | 10/10-10/22 | 200 | Yes | In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws |
| Halloween Impaired Driving Campaign | 10/14-10/31 | 200 | Yes | In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking |

| Major Campaigns | Dates | Estimated Police Participation | | Comments |
|---|-------------|--------------------------------|-------|--|
| | | Local (Depts) | State | |
| Pedestrian Enforcement Wave 1 | 10/17-10/21 | 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 | 10/24-11/13 | 300 | Yes | Earned Media Theme: Move Over Law, school bus, speeding, tailgating |
| CIOT Thanksgiving Enforcement Mobilization | 11/14-11/27 | 350 | Yes | In coordination with Thanksgiving holiday travel. Earned Media Theme: Operation Safe Holiday |
| Holiday Season Impaired Driving Campaign | 11/23-1/1 | 400 | Yes | In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving |
| Super Bowl Impaired Driving Campaign | 2/8-2/12 | 100 | Yes | Earned Media Theme: Responsible party hosting, designated driver |
| Saint Patrick's Day Impaired Driving Campaign | 3/10-3/19 | 300 | Yes | Earned Media Theme: Impaired driving myths, ignition interlock |
| Aggressive Driving Wave 2 | 3/20-4/23 | 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 | 5/1-5/14 | 150 | Yes | Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, and crossing in crosswalks |
| National CIOT Enforcement Mobilization | 5/15-6/4 | 400 | Yes | In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement |
| Fourth of July Impaired Driving Campaign | 6/19-7/4 | 350 | Yes | Earned Media Theme: Boating under the influence, public transportation/ride sharing |

| Major Campaigns | Dates | Estimated Police Participation | | Comments |
|--|-----------|--------------------------------|-------|--|
| | | Local (Depts) | State | |
| Aggressive Driving Wave 3 | 7/5-8/20 | 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 |
| National Crackdown Impaired Driving Campaign | 8/16-9/4 | 400 | Yes | In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving |
| CIOT Child Passenger Safety Campaign | 9/10-9/23 | 200 | Yes | In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage |
| Other Campaigns | | | | |
| Fat Tuesday Impaired Driving Campaign | 2/21 | 5 | No | Projects and Police Departments are encouraged to participate if their local community has a celebration |
| “4/20” Impaired Driving Campaign | 4/20 | 35 | No | Projects and Police Departments are encouraged to participate if their local community has a celebration |
| Cinco de Mayo Impaired Driving Campaign | 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 FFY 2023. Paid media campaigns are coordinated and implemented by Central Communications Office staff, who ensure that each campaign has consistent messaging. First 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 in support of the statewide Aggressive Driving Enforcement Wave 2 (March 2023), National Distracted Driving Awareness Month (April 2023), Click it or Ticket National Enforcement Mobilization (May 2023), and Independence Day Impaired Driving Enforcement (June 2023). Target demographics for each campaign are informed by Pennsylvania crash data. Campaigns include media such as digital, radio, TV, and out of home advertisements including billboards, gas pump toppers, point of sale, and bar advertising.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|---|------------------------|----------------------|---------------------|
| 2023 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 2023 | 5 Year | 330.8 |
| 2023 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2023 | 5 Year | 156.6 |
| 2023 | C-6) Number of speeding-related fatalities (FARS) | 2023 | 5 Year | 428.6 |
| 2023 | Distracted Driving Fatalities | 2023 | 5 Year | 57 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|--------------------------------|
| 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% 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

| Unique Identifier | Planned Activity Name |
|--------------------------|--------------------------------|
| 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 principal basis for program selection. Projects must also consult additional data to further identify underserved populations to expand program reach. 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. 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.

For FFY 2023, additional funding has been made available for these projects to identify and address the underserved populations in their coverage areas. The CTSPs will continue to address the areas that are identified through crash statistics but will now also expand their reach to everyone in their communities. Highway safety programming and transportation access will soon be made available to all Pennsylvanians to increase the effort of crash and fatality reduction across the state.

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 |
|--------------------|--|------------------------|----------------------|---------------------|
| 2023 | C-1) Number of traffic fatalities (FARS)* | 2023 | 5 Year | 1,160.9 |
| 2023 | C-2) Number of serious injuries in traffic crashes (State crash data)-2023 | 2023 | 5 Year | 4,893.2 |

**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

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------------------|
| CP-2023-01 | Community Traffic Safety Projects |

Planned Activity: Community Traffic Safety Projects

Planned activity number: CP-2023-01

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). These projects will also begin to identify and address underserved communities by providing highway safety educational programming and information about safer transportation access options to those populations. 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 |
|--------------------|-------------------|----------------------------------|--------------------------|--------------|----------------|
| 2022 | NHTSA 402 | Community Traffic Safety Project | \$1,351,390.40 | \$0.00 | \$1,351,390.40 |
| 2023 | NHTSA 402 | Community Traffic Safety Project | \$2,091,609.60 | \$0.00 | \$2,091,609.60 |

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-2023-03 | Grant Program Training Needs |
| CP-2023-04 | PA Highway Safety Office Program Management |

Planned Activity: Grant Program Training Needs

Planned activity number: CP-2023-03

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 |
|--------------------|-------------------|----------------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Community Traffic Safety Project | \$7,850.07 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Community Traffic Safety Project | \$12,149.93 | \$0.00 | \$0.00 |

Planned Activity: PA Highway Safety Office Program Management

Planned activity number: CP-2023-04

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 |
|--------------------|-------------------|----------------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Community Traffic Safety Project | \$196,251.87 | \$49,062.97 | \$0.00 |
| 2023 | NHTSA 402 | Community Traffic Safety Project | \$303,748.13 | \$75,937.03 | \$0.00 |

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

According to Pennsylvania's Strategic Highway Safety Plan (SHSP) of 2022, reducing impaired driving is one of three 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. Pennsylvania has experienced successes in reducing fatalities and serious injuries in impaired driving crashes, but continued success is dependent upon wide-ranging strategies from high visibility 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-drivers in crashes in 2020. The breakdown of vehicle type driven by the drinking driver is 55% passenger car and 39% small truck or SUV. Of all drinking-drivers involved in crashes in 2020, 74% were male. Additionally, 89% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver.

The Table below shows the number of arrests for driving under the influence and the rate of arrests per 100 thousand licensed drivers (non-commercial) for the past five years. As per Section 3816 of Title 75, individuals charged with DUI are required to be evaluated using Court Reporting Network (CRN) tools to determine the offender's involvement in alcohol or drugs prior to sentencing. There were nearly 34,800 CRN evaluations conducted during 2021. According to these evaluations, year-ending statistics show that 73.6% of all arrests for DUI offenders were male, 45.3% were in the 21-35 age range, 73.7% were white, 53.4% were single or not married, and the average BAC for all offenders at time of arrest was 0.17%.

| | 2017 | 2018 | 2019 | 2020 | 2021 |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Total DUI Cases (per AOPC) | 52,189 | 49,730 | 48,265 | 40,237 | 44,531 |
| Licensed Drivers in Pennsylvania | 8,580,848 | 8,518,955 | 8,548,891 | 8,571,298 | 8,658,955 |
| DUI Arrest Rate (per 100K drivers) | 608 | 584 | 565 | 469 | 514 |

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

Approximately 29% of the DUI arrests in 2021 were a result of an impaired driving crash. As shown in the table below, on average, one drinking driver fatality occurred for every 18 drinking driver (0.08+) crashes and one drugged driver fatality occurred for every 14 drugged driver crashes in 2021. 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.

| DUI Crashes | 2017 | 2018 | 2019 | 2020 | 2021 |
|-------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Alcohol-Impaired Crashes (0.08+) | 3,993 | 3,740 | 3,385 | 2,530 | 2,916 |
| Alcohol-Impaired Fatalities (0.08+) | 178 | 199 | 181 | 197 | 166 |
| Drugged Driver Crashes | 4,374 | 3,921 | 3,863 | 4,187 | 4,254 |
| Drugged Driver Fatalities | 252 | 276 | 273 | 331 | 297 |

Source: PennDOT Crash Reporting System

| DUI Charges | 2017 | 2018 | 2019 | 2020 | 2021 |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| § 3802(a)(2) [BAC 0.08 to 0.099] | 2,690 | 2,400 | 2,396 | 1,583 | 1,794 |
| § 3802(b) [BAC 0.10 to 0.159] | 9,988 | 9,473 | 9,121 | 6,098 | 7,098 |
| § 3802(c) [BAC 0.16+] | 16,398 | 15,339 | 14,127 | 10,275 | 11,587 |
| § 3802(d) [Controlled Substance] | 33,985 | 33,712 | 35,541 | 34,364 | 35,023 |

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 increased efforts being placed in drugged driving recognition and training for law enforcement. From 2017 to 2021, the number of drinking driver (0.08+) crashes decreased 27%. Crashes involving a drugged driver decreased just under 3% over the same period. Charges for drug impaired driving (DUI-d) increased 3% 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.

A contributing factor to the rise in both drug-impaired driving arrests and crashes is the continual increasing efforts towards training law enforcement to better detect the drug-impaired driver. The thousands of officers who have received ARIDE training and the nearly 250 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 which began a few years ago has greatly eased the DRE reporting burden. This 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 saves approximately 3,000 hours in report writing time

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 |
|--------------------|---|------------------------|----------------------|---------------------|
| 2023 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2023 | 5 Year | 156.6 |
| 2023 | Drug Impaired Driver Crashes | 2023 | 5 Year | 4,162.4 |

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 55% of the total offenders convicted of a DUI offense during 2021 were repeat offenders. This countermeasure has been selected to provide start-up costs associated with establishing new county DUI court programs as an effort to reduce recidivism among DUI offenders.

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

Evidence of Effectiveness:

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

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|--------------------------|------------------------------|
| M5CS-2023-01 | DUI Courts |

Planned Activity: DUI Courts

Planned activity number: M5CS-2023-01

Planned Activity Description

Last year in Pennsylvania, there were nearly 12,500 convictions for a second or subsequent DUI offense, accounting for nearly 55% of all DUI convictions during 2021. 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 using 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 emulate the proven Drug Court model. PennDOT provides counties with grants for DUI Courts to address recidivism. DUI Courts are 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 |
|--------------------|---------------------------|------------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid Court Support | \$66,559.44 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid Court Support | \$158,440.56 | \$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 750 municipal police departments can participate in the Commonwealth's high visibility and sustained DUI enforcement efforts.

Evidence of Effectiveness:

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

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|--------------------------|--|
| M5HVE-2023-01 | PA State Police Traffic Safety Initiatives (405d) |
| PT-2023-04/M5HVE-2023-02 | Municipal Police Traffic Services Enforcement Program (405d) |

Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: M5HVE-2023-01

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 2023:

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. Non-Motorized 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 over 40% of crashes from 2017 to 2021 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 2021, the PSP conducted nearly 1,200 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 2021 resulted in over 22,000 vehicle contacts and 1,039 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 |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid HVE | \$739,549.33 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid HVE | \$1,760,450.67 | \$0.00 | \$0.00 |

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: PT-2023-04/M5HVE-2023-02

Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2023 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 2023. Funding under the municipal police traffic services enforcement program will ultimately reach nearly 750 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 2017 to 2021 local police departments reported 17,769 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 16,692 of the 17,769 impaired driver crashes. In other words, approximately 94% 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 2021 resulted in over 72,000 vehicle contacts and more than 1,200 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 |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid HVE | \$887,459.19 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid HVE | \$2,112,54.81 | \$0.00 | \$0.00 |

Countermeasure Strategy: Judicial Education

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

PennDOT supports a Judicial Outreach Liaison (JOL) 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 2023.

Evidence of Effectiveness:

HSP Guidelines No. 8, II E

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|-------------------|---------------------------|
| M5TR-2023-04 | Judicial Outreach Liaison |

Planned Activity: Judicial Outreach Liaison

Planned activity number: M5TR-2023-04

Planned Activity Description

Pennsylvania funds a state-sanctioned Judicial Outreach Liaison (JOL) with the main focus of involving the judicial community in the highway safety community. A Pennsylvania Common Pleas Judge serves as the JOL and maintains the program, primarily focusing on impaired driving issues. Pennsylvania courts process more than 45,000 cases stemming from impaired driving each year. In some counties, DUI cases comprise up to half of the total cases heard in the courtroom. The JOL serves as a special technical resource for judges to assist with the growing number of DUI cases. The JOL also serves as the liaison between the highway safety community and the judiciary by offering peer to peer insight, sharing concerns, participating in stakeholder meetings, providing training, and promoting best practices such as DUI courts and other evidence based best initiatives.

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 |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid Training | \$17,749.18 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid Training | \$42,250.82 | \$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 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, 3.3, 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-2023-04/M5HVE-2023-01 | Institute for Law Enforcement Education |
| M5TR-2023-02 | Statewide DUI Program Coordination |

Planned Activity: Institute for Law Enforcement Education

Planned activity number: PT-2023-04/M5HVE-2023-01

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 |
|--------------------|---------------------------|-------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Police Traffic Services | \$206,849.47 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Police Traffic Services | \$320,150.53 | \$0.00 | \$0.00 |
| 2022 | 405d Impaired Driving Mid | 405d Mid Training | \$192,282.83 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid Training | \$457,717.17 | \$0.00 | \$0.00 |

Planned Activity: Statewide DUI Program Coordination

Planned activity number: M5TR-2023-02

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 250 certified DREs in Pennsylvania who are anticipated to perform approximately 2,100 evaluations during FFY 2023. Three DRE certification schools are scheduled to occur during FFY 2023, 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.

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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 |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid Training | \$458,520.58 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid Training | \$1,091,479.42 | \$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 2023.

Evidence of Effectiveness:
HSP Guidelines No. 8, II D

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|-------------------|------------------------------------|
| M5TR-2023-03 | Traffic Safety Resource Prosecutor |

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: M5TR-2023-03

Planned Activity Description

Nearly 45,000 individuals are arrested for impaired driving each year in Pennsylvania. These DUI arrests are comprised of more than 85,000 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.

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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 |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405d Impaired Driving Mid | 405d Mid Training | \$66,559.44 | \$0.00 | \$0.00 |
| 2023 | 405d Impaired Driving Mid | 405d Mid Training | \$158,440.56 | \$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 2012 to 2021, Pennsylvania saw a 5.5% decrease in licensed motorcyclists and an 8.2% 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 2 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 in 2021 to a total of 226. This number represents an increase of 62 fatalities from the recent low recorded in 2018 and accounts for approximately 18% of all traffic fatalities in the state. The increase in motorcycle fatalities in 2021 has also continued the trend of increasing 5-year averages of motorcyclist fatalities which had been trending downward until 2015-2019. According to NHTSA, “motorcyclist are about 28 times as likely as passenger car occupants to die in a motor vehicle traffic crash” (<https://www.nhtsa.gov/road-safety/motorcycle-safety>).

Forty-seven percent of motorcyclist fatalities were unhelmeted and roughly 16% of all motorcycle operators killed in a crash in Pennsylvania were reported as suspected of drug and or alcohol impairment by law enforcement in 2021 (reduction from 24% 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: 2020 Data: Motorcycles, May 2022). 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 2021, the number of students trained by the Motorcycle Safety Training Program increased sharply from 2,113 to 10,193. With relaxing of COVID-19 pandemic related restrictions additional motorcycle safety classes were offered, resulting in more students receiving training. 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. Through Third-Party Motorcycle Training Providers, training is available for individuals interested in taking a motorcycle safety course through the Pennsylvania Motorcycle Safety Program. A list of courses and registration information is available on the [Pennsylvania Motorcycle Safety Program](#) website.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|--|------------------------|----------------------|---------------------|
| 2023 | C-7) Number of motorcyclist fatalities (FARS) | 2023 | 5 Year | 211.9 |
| 2023 | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 2023 | 5 Year | 103.9 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|--------------------------------|
| Communication Campaign (MC) |

Countermeasure Strategy: Communication Campaign (MC)

Program Area: Motorcycle Safety

Project Safety Impacts

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

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

Linkage Between Program Area

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

Rationale

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

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

Evidence of Effectiveness:

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

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-------------------------------|
| M11MA-2023-01 | Motorcycle Safety Initiatives |

Planned Activity: Motorcycle Safety Initiatives

Planned activity number: M11MA-2023-01

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 2021, 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 |
|--------------------|--------------------------|-----------------------------|--------------------------|--------------|---------------|
| 2022 | 405f Motorcycle Programs | 405f Motorcyclist Awareness | \$178,075.81 | \$0.00 | \$0.00 |
| 2023 | 405f Motorcycle Programs | 405f Motorcyclist Awareness | \$181,924.19 | \$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.*

Pennsylvania's Highway Safety Office recently supported the efforts of the United Way of Erie County in applying for a National Road Safety Foundation grant through the Governors Highway Safety Association (GHSA) to pilot a Safer Walking Routes to School initiative at an elementary school where 68.7% of the students are economically disadvantaged. In March of 2022, GHSA awarded \$25,000 for the UW of Erie County pilot program at Iroquois Elementary starting in 2022. The Title 1 school serves 603 students in kindergarten through 6th grade, many of whom must walk along busy streets. Eighty-two percent are bussed to school each day, and 12% either walks directly to school or is driven by a family member. The project will emphasize engaging youth in educating their peers about pedestrian safety, a proven countermeasure that encourages youth to adopt critical safety skills. This includes inviting students of all ages to participate in GPS mapping to identify hazards along commonly used routes to their school to determine the safest routes, and the development and implementation of a public awareness and education campaign for students, parents and community members. The local Pennsylvania State Police barracks could be called upon to support the project as well as help educate the community on pedestrian safety, especially during school times.

In Philadelphia, pedestrians are the most vulnerable roadway users representing an alarming 23% of traffic fatalities and 28% of serious injuries. To help teach children safe walking skills, in FFY22 the Philadelphia CTSP team piloted supporting one elementary school with a walking school bus. The team is interested in potentially growing this program to a larger area within the Philadelphia School District in FFY 2023. Walking school buses are a fun, interactive, and safe way to transport children to and from school. The system consists of a group of children walking to school with one or more adults. The contractor will conduct research on existing programs, draft educational materials, and design a curriculum for the program to bring students, educators,

and caregivers together to implement safe walking skills and raise awareness. By learning from other jurisdictions, Philadelphia can effectively use CTSP funds to build future programs.

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 14.8% in 2021. 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% 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. Seventy-one percent of all pedestrian fatalities were male, which is more than 2020 (67%). Pedestrians ages 75 and over represent a sizable portion (12.6%) of pedestrian fatalities by age group, followed by ages 60-64 (11.5%). Seventy-one 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 2021 and has been trending downward over the last 5 years; bicycle fatalities have fluctuated over the same time period, however 2021 was the highest with 24 in the 5-year span. The majority of bicyclists’ injuries occurred during daylight hours (75.3%), but 58% of the fatalities occurred during non-daylight hours (compared to 41% in 2020). In 2021, the majority of bicyclists were injured at intersections and almost one-half (45.8%) 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

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|--|------------------------|----------------------|---------------------|
| 2023 | C-10) Number of pedestrian fatalities (FARS) | 2023 | 5 Year | 165 |
| 2023 | C-11) Number of bicyclist fatalities (FARS) | 2023 | 5 Year | 20.9 |

Countermeasure Strategies in Program Area

| |
|---|
| Countermeasure Strategy |
| High Visibility Non-Motorized Enforcement |

Countermeasure Strategy: High Visibility Non-Motorized 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 14.8% of total fatalities in 2021. 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 participating police departments within the Police Traffic Services grant program in

FFY 2023. Participating police departments and allocation amounts within these agreements are prioritized based on crash data analysis.

Evidence of Effectiveness:

CTW, Chapter 8: Sections 4.2, 4.4

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|-------------------|---|
| FHLE-2023-01 | PA State Police – Non-Motorized Enforcement Program |
| FHLE-2023-02 | Municipal Police Traffic Services Enforcement Program |

Planned Activity: PA State Police – Non-Motorized Enforcement Program

Planned activity number: FHLE-2023-01

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:

- Impaired Driving Enforcement and Initiatives
- Child Passenger Safety (CPS) Fitting Stations
- The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
- Occupant Protection
- State Police Selective Traffic Enforcement Program (STEP)
- Non-Motorized Enforcement Program

Task Description(s) related to this Program Area:

Task 6 – Non-Motorized Enforcement

The non-motorized 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 non-motorized 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

Pennsylvania State Police, Bureau of Patrol

Countermeasure strategies in Planned Activity

| Countermeasure Strategy |
|---|
| High Visibility Non-Motorized Enforcement |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405h Non-Motorized Safety | 405h Law Enforcement | \$236,920.60 | \$0.00 | \$0.00 |
| 2023 | 405h Non-Motorized Safety | 405h Law Enforcement | \$313,079.40 | \$0.00 | \$0.00 |

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: FHLE-2023-02

Planned Activity Description

PennDOT will continue the enforcement grants for FFY 2023 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 2023. Funding under the municipal police traffic services enforcement program will ultimately reach approximately 750 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 Non-Motorized Enforcement |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405h Non-Motorized Safety | 405h Law Enforcement | \$215,382.36 | \$0.00 | \$0.00 |
| 2023 | 405h Non-Motorized Safety | 405h Law Enforcement | \$284,617.64 | \$0.00 | \$0.00 |

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

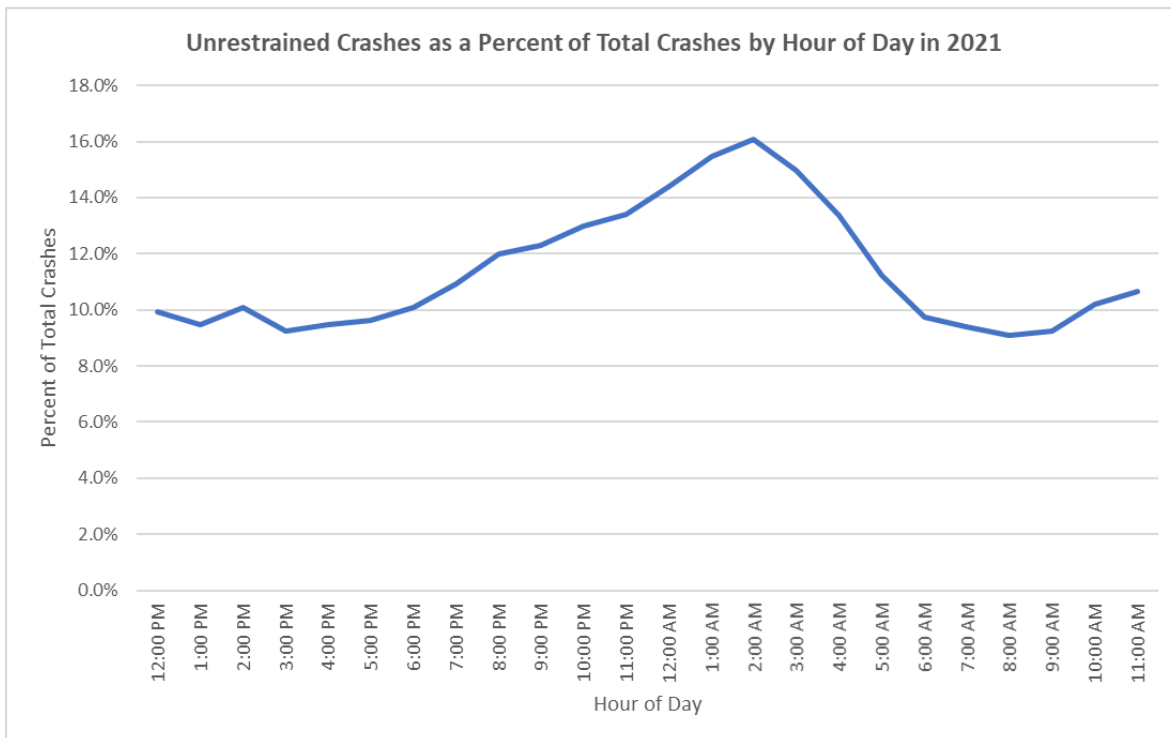
Description of Highway Safety Problems

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 2021, 8.4% of all people involved in crashes where belt usage was known and applicable were unbelted and 49.5% of all people who died in crashes were not wearing seat belts. From 2017-2021, in crashes involving children under age 4, the percentages of fatalities and injuries were lower when restraints were used. Over that same time 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

The number of unrestrained fatalities increased from 336 in 2020 to 378 in 2021. Despite this 12.5% increase from 2020 to 2021, the five-year average number of unrestrained passenger vehicle occupant fatalities continues to decrease. Unrestrained suspected serious injuries increased 6.6%, from 994 in 2020 to 1,064 in 2021.

In 2021, 43.0% of unbelted crashes occurred between the hours of 6 PM and 6 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 2017-2021*, over 5.56% of the reported teen drivers involved in crashes were unrestrained. 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.

**Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage:
2017-2021**

| Age | Restrained | Unrestrained | Other/ Unknown | Total | Percent Unrestrained |
|--------------|-------------------|---------------------|---------------------------|----------------|---------------------------------|
| 16-19 | 72,137 | 4,689 | 7,458 | 84,284 | 5.56% |
| 20-24 | 103,630 | 9,433 | 16,427 | 129,490 | 7.28% |
| 25-29 | 91,034 | 9,101 | 17,218 | 117,353 | 7.76% |
| 30-34 | 76,257 | 7,123 | 14,407 | 97,787 | 7.28% |
| 35-39 | 65,220 | 5,605 | 11,578 | 82,403 | 6.80% |
| 40-44 | 55,873 | 4,383 | 9,185 | 69,441 | 6.31% |
| 45-49 | 54,455 | 3,757 | 7,930 | 66,142 | 5.68% |
| 50-54 | 54,465 | 3,531 | 7,878 | 65,874 | 5.36% |
| 55-59 | 52,658 | 3,256 | 7,300 | 63,214 | 5.15% |
| 60-64 | 45,351 | 2,522 | 5,714 | 53,587 | 4.71% |
| 65-69 | 33,306 | 1,675 | 3,737 | 38,718 | 4.33% |
| 70-74 | 24,446 | 1,193 | 2,656 | 28,295 | 4.22% |
| 75-79 | 16,481 | 858 | 1,648 | 18,987 | 4.52% |
| 80-84 | 10,516 | 521 | 973 | 12,010 | 4.34% |
| 85-89 | 5,722 | 315 | 555 | 6,592 | 4.78% |
| 90-94 | 1,829 | 98 | 189 | 2,116 | 4.63% |
| >94 | 271 | 19 | 185 | 475 | 4.00% |
| UNK | 475 | 1,733 | 14,106 | 16,314 | 10.62% |
| Total | 764,126 | 59,812 | 129,144 | 953,082 | 6.28% |

*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.*

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 2.4% reduction in the use of ‘Other/Unknown’ based on percentage of total applicable crashes.

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|--------------------|--|------------------------|----------------------|---------------------|
| 2023 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 2023 | 5 Year | 330.8 |
| 2023 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 2023 | Annual | 90.0% |

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-2023-01 | PA State Police Traffic Safety Initiatives |
| CP-2023-02 | Statewide Child Passenger Safety Program Coordination |

Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: OP-2023-01

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 2023:

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. Non-Motorized 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, Bureau of Patrol

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 |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Occupant Protection | \$19,625.19 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Occupant Protection | \$30,374.81 | \$0.00 | \$0.00 |

Planned Activity: Statewide Child Passenger Safety Program Coordination

Planned activity number: CP-2023-02

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 66 of 67 counties (99.6% 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, 52.6 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 220 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 1,731 CPS Technicians and Instructors in Pennsylvania. Technicians operate all – 220 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 2021 recertification rate for Pennsylvania was 56.3 percent with 425 out of 791 certified child passenger safety technicians completing the recertification requirements. The recertification rate was above the National average of 49.8 percent. A Child Passenger Safety Technical Update class, approved to meet the six CPS CEUs toward recertification, was developed and offered statewide. On average, 29 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; FY 2021-22: 33 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; FY 2021- 2022: 23 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, 7 + 1 (7: June 2022 – September 2022 + 1: October 2022 – December 2022) Standardized Child Passenger Safety Certification classes are scheduled. (June: Allegheny, Chester; August: Mercer; September: Bucks, Lehigh, Montgomery; October: Allegheny; December: Washington)
 - (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 23.

| Class | Location | Estimated Students |
|-------|-------------------------------|--------------------|
| 1 | Confirmed - Allegheny County | 15 – 20 |
| 2 | Confirmed - Blair County | 5 |
| 3 | Confirmed - Bucks County | 15 – 20 |
| 4 | Confirmed - Chester County | 15 – 20 |
| 5 | Confirmed - Dauphin County | 15 – 20 |
| 6 | Confirmed - Dauphin County | 5 |
| 7 | Confirmed - Lehigh County | 15 – 20 |
| 8 | Confirmed - Montgomery County | 15 – 20 |
| 9 | Confirmed - Washington County | 15 – 20 |
| 10 | Tentative - Adams County | 5 |
| 11 | Tentative - Allegheny County | 5 |
| 12 | Tentative - Bedford County | 5 |
| 13 | Tentative - Berks County | 10 |
| 14 | Tentative - Berks County | 7 – 10 |
| 15 | Tentative - Butler County | 5 |
| 16 | Tentative - Centre County | 10 – 15 |
| 17 | Tentative - Centre County | 5 |
| 18 | Tentative - Chester County | 7 – 10 |
| 19 | Tentative - Crawford County | 5 - 8 |
| 20 | Tentative - Cumberland County | 15 – 20 |
| 21 | Tentative - Delaware County | 15 – 20 |
| 22 | Tentative - Erie County | 12 – 15 |
| 23 | Tentative - Erie County | 6 – 8 |
| 24 | Tentative - Fayette County | 5 |
| 25 | Tentative - Indiana County | 10 – 12 |
| 26 | Tentative - Jefferson County | 6 – 8 |
| 27 | Tentative - Juniata County | 5 |
| 28 | Tentative - Lackawanna County | 15 – 20 |

| | | |
|----|---------------------------------|---------|
| 29 | Tentative - Lackawanna County | 5 – 10 |
| 30 | Tentative - Lancaster County | 15 – 20 |
| 31 | Tentative - Lehigh County | 7 – 10 |
| 32 | Tentative - Luzerne County | 15 – 20 |
| 33 | Tentative - Luzerne County | 5 – 10 |
| 34 | Tentative - Lycoming County | 5 – 10 |
| 35 | Tentative - Mercer County | 12 – 15 |
| 36 | Tentative - Mercer County | 6 – 8 |
| 37 | Tentative - Monroe County | 15 – 20 |
| 38 | Tentative - Montgomery County | 7 – 10 |
| 39 | Tentative - Philadelphia County | 7 – 10 |
| 40 | Tentative - Somerset County | 5 |
| 41 | Tentative - Union/Snyder County | 12 – 15 |
| 42 | Tentative - Venango County | 6 – 8 |
| 43 | Tentative - Warren County | 12 – 15 |
| 44 | Tentative - Washington County | 5 |
| 45 | Tentative - Wayne County | 5 – 10 |
| 46 | Tentative - Westmoreland County | 12 – 15 |
| 47 | Tentative - Westmoreland County | 2 – 5 |
| 48 | Tentative - Wyoming County | 5 – 10 |
| 49 | Tentative - York County | 7 – 10 |

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.

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 |
|--------------------|-------------------|----------------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Community Traffic Safety Project | \$400,140.14 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Community Traffic Safety Project | \$619,315.46 | \$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 2022 and May Click It or Ticket 2023 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 10 – October 22, 2022)
Theme – Teen Driver Laws
- Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 14 – November 27, 2022)
Theme – “Operation Safe Holiday”
- Mobilization 3: Memorial Day “Click-it-or-Ticket” Mobilization (May 15 - June 4, 2023)
Theme – Border to Border Enforcement
- Mobilization 4: Child Passenger Safety Mobilization (September 10 – September 23, 2023)
Theme – Proper Child Seat Usage

Population Coverage

Funded municipal police departments cover 36.77% of the total geographic areas where 2021 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 61.90% percent of the total 2021 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 98.68% percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.

| Planned Police Department Coverage of 2021 Unrestrained Fatalities | | | | | |
|--|-------------------------------------|-------------------------|-----------------|----------------------------|-------------------------|
| COUNTY | TARGETED DEPARTMENT | Unrestrained Fatalities | COUNTY | TARGETED DEPARTMENT | Unrestrained Fatalities |
| ALLEGHENY | BETHEL PARK BOROUGH | 1 | LANCASTER | WEST LAMPETER TWP | 1 |
| ALLEGHENY | DUQUESNE CITY | 1 | LAWRENCE | NEW CASTLE CITY | 1 |
| ALLEGHENY | ELIZABETH TOWNSHIP | 1 | LEBANON | NORTH CORNWALL TOWNSHIP | 1 |
| ALLEGHENY | MOON TOWNSHIP | 1 | LEBANON | NORTH LONDONDERRY TOWNSHIP | 1 |
| ALLEGHENY | PENN HILLS | 1 | LEBANON | PALMYRA BOROUGH | 1 |
| ALLEGHENY | PITTSBURGH CITY | 5 | LEHIGH | ALLENTOWN CITY | 1 |
| ALLEGHENY | ROBINSON TOWNSHIP | 1 | LEHIGH | UPPER MACUNGIE | 1 |
| ALLEGHENY | SHALER TOWNSHIP | 1 | LUZERNE | BUTLER TOWNSHIP | 2 |
| ALLEGHENY | SOUTH FAYETTE TOWNSHIP | 1 | LUZERNE | DALLAS TOWNSHIP | 1 |
| ALLEGHENY | WEST DEER TOWNSHIP | 1 | LUZERNE | EDWARDSVILLE BOROUGH | 1 |
| ARMSTRONG | MANOR TOWNSHIP | 1 | LUZERNE | NANTICOKE CITY | 1 |
| BERKS | BETHEL TOWNSHIP | 1 | LUZERNE | WILKES BARRE CITY | 1 |
| BERKS | CENTRAL BERKS REGIONAL | 1 | LUZERNE | WRIGHT TOWNSHIP | 1 |
| BERKS | FLEETWOOD BOROUGH | 1 | LYCOMING | WILLIAMSPORT CITY | 1 |
| BERKS | MUHLENBERG TOWNSHIP | 1 | MIFFLIN | MIFFLIN COUNTY REGIONAL | 1 |
| BERKS | NORTHERN BERKS REGIONAL | 1 | MONROE | POCONO MOUNTAIN REGIONAL | 3 |
| BERKS | READING CITY | 1 | MONTGOMERY | CHELTENHAM TOWNSHIP | 1 |
| BLAIR | BELLWOOD BOROUGH | 1 | MONTGOMERY | EAST NORRITON TOWNSHIP | 1 |
| BLAIR | BLAIR TOWNSHIP | 1 | MONTGOMERY | LOWER MORELAND TOWNSHIP | 2 |
| BUCKS | BENSALEM TOWNSHIP | 3 | MONTGOMERY | LOWER POTTSBORO TOWNSHIP | 1 |
| BUCKS | LOWER SOUTHAMPTON TOWNSHIP | 3 | MONTGOMERY | LOWER PROVIDENCE TOWNSHIP | 1 |
| BUCKS | NEW BRITAIN TOWNSHIP | 1 | MONTGOMERY | POTTSTOWN BOROUGH | 1 |
| BUCKS | NEWTOWN TOWNSHIP | 1 | MONTGOMERY | TOWAMENCIN TOWNSHIP | 1 |
| BUCKS | PENNRIDGE REGIONAL | 1 | NORTHAMPTON | FORKS TOWNSHIP | 1 |
| BUCKS | WARMINSTER TOWNSHIP | 1 | NORTHUMBERLAND | COAL TOWNSHIP | 1 |
| CHESTER | NORTH COVENTRY TOWNSHIP | 1 | NORTHUMBERLAND | NORTHUMBERLAND BOROUGH | 1 |
| CHESTER | SOUTHERN CHESTER COUNTY REGIONAL | 1 | PHILADELPHIA | PHILADELPHIA CITY | 15 |
| CHESTER | WEST BRANDYWINE TOWNSHIP | 1 | SCHUYLKILL | SHENANDOAH BOROUGH | 1 |
| CHESTER | WEST SADSBURO TOWNSHIP | 1 | VENANGO | SUGARCREEK BOROUGH | 1 |
| COLUMBIA | BRIAR CREEK TOWNSHIP | 1 | WASHINGTON | PETERS TOWNSHIP | 1 |
| CRAWFORD | CONNELLY LAKE REGIONAL | 2 | WESTMORELAND | NEW KENSINGTON CITY | 1 |
| CUMBERLAND | EAST PENNSBORO TOWNSHIP | 1 | WESTMORELAND | NORTH HUNTINGDON TOWNSHIP | 1 |
| CUMBERLAND | MECHANICSBURG BOROUGH | 1 | YORK | CARROLL TOWNSHIP | 1 |
| DAUPHIN | DERRY TOWNSHIP | 1 | YORK | HANOVER BOROUGH | 1 |
| DAUPHIN | HARRISBURG CITY | 6 | YORK | HELLAM TOWNSHIP | 2 |
| DAUPHIN | SUSQUEHANNA TOWNSHIP | 1 | YORK | NEWBERRY TOWNSHIP | 1 |
| DELAWARE | CHESTER CITY | 3 | YORK | SPRINGETTSBURG TOWNSHIP | 1 |
| DELAWARE | SPRINGFIELD TOWNSHIP | 1 | YORK | WEST MANCHESTER TOWNSHIP | 1 |
| DELAWARE | UPPER DARBY TOWNSHIP | 2 | YORK | YORK AREA REGIONAL | 3 |
| DELAWARE | UPPER PROVIDENCE TOWNSHIP | 1 | PA STATE POLICE | Troop A | 14 |
| ERIE | ERIE CITY | 1 | PA STATE POLICE | Troop B | 11 |
| FRANKLIN | WASHINGTON TOWNSHIP | 1 | PA STATE POLICE | Troop C | 15 |
| INDIANA | BLAIRSVILLE BOROUGH | 1 | PA STATE POLICE | Troop D | 14 |
| LACKAWANNA | MOOSIC BOROUGH | 1 | PA STATE POLICE | Troop E | 21 |
| LACKAWANNA | SCRANTON CITY | 2 | PA STATE POLICE | Troop F | 13 |
| LANCASTER | COLUMBIA BOROUGH | 1 | PA STATE POLICE | Troop G | 24 |
| LANCASTER | EAST COCALICO TOWNSHIP | 1 | PA STATE POLICE | Troop H | 16 |
| LANCASTER | EAST HEMPFIELD TOWNSHIP | 1 | PA STATE POLICE | Troop J | 15 |
| LANCASTER | ELIZABETH TOWN BOROUGH | 1 | PA STATE POLICE | Troop K | 9 |
| LANCASTER | EPHRATA | 2 | PA STATE POLICE | Troop L | 19 |
| LANCASTER | MANHEIM TOWNSHIP | 2 | PA STATE POLICE | Troop M | 8 |
| LANCASTER | NORTHERN LANCASTER COUNTY REGIONAL | 1 | PA STATE POLICE | Troop N | 16 |
| LANCASTER | NORTHWEST LANCASTER COUNTY REGIONAL | 1 | PA STATE POLICE | Troop P | 18 |
| LANCASTER | PEQUEA TOWNSHIP | 1 | PA STATE POLICE | Troop R | 9 |
| LANCASTER | WEST HEMPFIELD TOWNSHIP | 5 | PA STATE POLICE | Troop T | 12 |
| 2021 Unrestrained Fatalities Covered by Municipal PDs | | | | | 139 |
| 2021 Unrestrained Fatalities Covered by PA State Police* | | | | | 234 |
| Total 2021 Unrestrained Fatalities Covered | | | | | 373 |
| Total 2021 Unrestrained Fatalities | | | | | 378 |
| Percent of Total Unrestrained Fatalities Coverage | | | | | 98.68% |

*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 (6 p.m. to 6 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 2023, 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:

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

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|--------------------------|---|
| M2HVE-2023-01 | PA State Police Traffic Safety Initiatives |
| PT-2023-04 | Municipal Police Traffic Services Enforcement Program |

Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: M2HVE-2023-01

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. Non-Motorized 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, Bureau of Patrol

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405b OP Low | 405b Low HVE | \$823,592.48 | \$0.00 | \$0.00 |
| 2023 | 405b OP Low | 405b Low HVE | \$826,407.52 | \$0.00 | \$0.00 |

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: PT-2023-04

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 2023. Funding under this enforcement program will ultimately reach approximately 750 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 have also been trained on the PCIT tools. It is not mandated that grantees use the PCIT tools as the only source of problem identification for enforcement. PennDOT encourages law enforcement grantees use all available resources such as local arrest records and local crash data analysis. The 750 municipal police departments cover 94% of the crashes (17,850 of 18,955) involving unbelted occupant which resulted in an injury or fatality over the period of 2017 to 2021.

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 |
|---------------------------|--------------------------|------------------------------|---------------------------------|---------------------|----------------------|
| 2022 | NHTSA 402 | Police Traffic Services | \$785,007.49 | \$0.00 | \$785,007.49 |
| 2023 | NHTSA 402 | Police Traffic Services | \$1,214,992.51 | \$0.00 | \$1,214,992.51 |

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-2023-01 | Planning & Administration - PA Highway Safety Office Management |

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

Planned activity number: PA-2023-01

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, Bureau of Operations

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Planning and Administration | \$176,626.69 | \$176,626.69 | \$0.00 |
| 2023 | NHTSA 402 | Planning and Administration | \$273,373.31 | \$273,373.31 | \$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 2017 and 2021, nearly 10% of all fatalities were a result of aggressive driving. During this same timeframe, nearly 16% of all fatalities were a result of speeding 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.

Support for speeding and aggressive driving enforcement is provided under the Police Traffic Services or PTS grant program. Funding under this program reaches nearly 750 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 specific location.

Distracted Driving

There were 60 distracted driving fatalities in 2021, which aligns with the prior five-year (2016 to 2020) average of 60 fatalities per year. While Pennsylvania is still experiencing a downward trend in the five-year average data points, the number of crashes and serious injuries involving a distracted driver have slightly increased in recent single year data.

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 contribute 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 |
|-------------|---|-----------------|---------------|--------------|
| 2023 | C-6) Number of speeding-related fatalities (FARS) | 2023 | 5 Year | 428.6 |

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

Nearly 16% of all fatalities were a result of speeding crashes and 10% of all fatalities were a result of aggressive driving in 2021. 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:

CTW, Chapter 3: Sections 2.2, 2.3, 4.1

Planned activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name |
|-------------------|---|
| PT-2023-01 | PA State Police Traffic Safety Initiatives |
| PT-2023-02 | Statewide LEL Program Coordination |
| PT-2023-04 | Municipal Police Traffic Services Enforcement Program |

Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity number: PT-2023-01

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 2023:

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. Non-Motorized 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. Additionally, PSP will participate in the “Moving Radar in Every Car” initiative. According to [NHTSA’s Traffic Safety Facts – Speeding](#) (2021) key findings, nationally:

- Drivers who were speeding when involved in fatal crashes in 2019 were found to have BACs of .08 g/dL or greater (37% versus 15%)—or even higher BACs of .15 g/dL or greater (26% versus 10%)—than those drivers who were not speeding.
- Thirty-three percent of motorcycle riders involved in fatal crashes in 2019 were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2019 nearly half (47%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 21 percent of non-speeding passenger vehicle drivers.

Placing moving radar to PSP’s speed enforcement programs will allow enforcement of speeding violations, contribute to the reduction of speeding related crashes, and provide the opportunity to address several additional top safety focus areas.

Intended Subrecipients

Pennsylvania State Police, Bureau of Patrol

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-------------------------|--------------------------|----------------|---------------|
| 2022 | NHTSA 402 | Police Traffic Services | \$1,079,385.31 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Police Traffic Services | \$1,670,614.69 | \$6,000,000.00 | \$0.00 |

Planned Activity: Statewide LEL Program Coordination

Planned activity number: PT-2023-02

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 |
|--------------------|-------------------|-------------------------|--------------------------|--------------|---------------|
| 2022 | NHTSA 402 | Police Traffic Services | \$419,979.01 | \$0.00 | \$0.00 |
| 2023 | NHTSA 402 | Police Traffic Services | \$650,020.99 | \$0.00 | \$0.00 |

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity number: PT-2023-04

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 2023. Funding under this enforcement program will ultimately reach approximately 750 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 have also been trained on the PCIT tools. 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 resources 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

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|---------------------------|--------------------------|------------------------------|---------------------------------|---------------------|----------------------|
| 2022 | NHTSA 402 | Police Traffic Services | \$814,445.28 | \$0.00 | \$814,445.28 |
| 2023 | NHTSA 402 | Police Traffic Services | \$1,260,554.72 | \$0.00 | \$1,260,554.72 |

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 2023 to improve the state data system are outlined in the 2023 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 |
|-------------|--------------------------|-----------------|---------------|--------------|
| 2023 | Completeness | 2023 | Annual | 0.09 |
| 2023 | Accuracy | 2023 | Annual | 0.30 |
| 2023 | Timeliness | 2023 | 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

| Unique Identifier | Planned Activity Name |
|--------------------------|------------------------------|
| State Funded | CDART System Enhancements |
| State Funded | CRS System Enhancements |

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-2023-01 | Statewide Traffic Records Support Program |
| M3DA-2023-02 | Crash Architecture and Public/Partner Data Interface |
| State Funded | Re-write portions of the Vehicle Registration and Driver Licensing Systems |
| M3DA-2023-03 | LRS Realignment Application |

Planned Activity: Statewide Traffic Records Program Support

Planned activity number: M3DA-2023-01

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 FFY23. 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 FFY23. 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 FFY23. 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 to 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

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405c Data Program | 405c Data Program | \$1,065,889.57 | \$0.00 | \$0.00 |
| 2023 | 405c Data Program | 405c Data Program | \$79,110.43 | \$0.00 | \$0.00 |

Planned Activity: Crash Architecture and Public/Private Data Interface

Planned activity number: M3DA-2023-02

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 |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405c Data Program | 405c Data Program | \$605,090.14 | \$0.00 | \$0.00 |
| 2023 | 405c Data Program | 405c Data Program | \$44,909.86 | \$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.

Planned Activity: LRS Realignment Application

Planned Activity Number: M3DA-2023-03

Planned Activity Description

The LRS realignment process has been completed through an electronic, fillable PDF that is reliant on email communication. As a result, the process is prone to bottlenecks and potential communication shortfalls. The LRS Realignment app is a map-based application designed to automate the manual process for completing the LRS Segment Change Form. Using the LRS Realignment app will expedite the LRS realignment process as it electronically monitors and automates the process while also providing mapping functionality and additional file permissions to assist with review. Automating this process will also reduce human error and improve timeliness and accuracy.

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 |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | 405c Data Program | 405c Data Program | \$152,668.90 | \$0.00 | \$0.00 |
| 2023 | 405c Data Program | 405c Data Program | \$11,331.10 | \$0.00 | \$0.00 |

Evidence-based traffic safety enforcement program (TSEP)

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

| Unique Identifier | Planned Activity Name |
|--|---|
| PT-2023-02 | Statewide LEL Program Coordination |
| PT-2023-04; M5HVE-2023-02; FHLE-2023-02 | Municipal Police Traffic Services Enforcement Program |
| M5TR-2023-02 | Statewide DUI Program Coordination |
| OP-2023-01; PT-2023-01; M2HVE-2023-01; M5HVE-2023-01; FHLE-2023-01 | PA State Police Traffic Safety Initiatives |

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

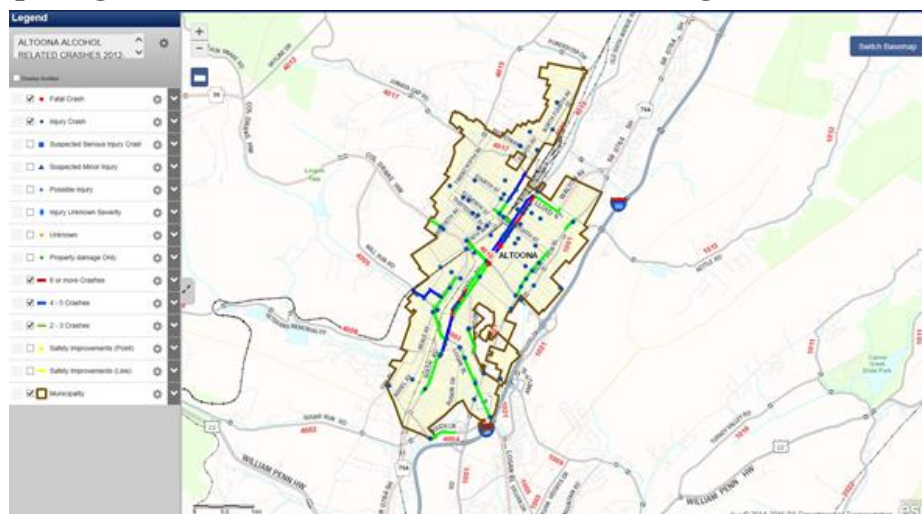
Crash Analysis

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 and is an example of a problem identification process for a program area.

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



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

| MONTH OF YEAR | | | | | | | | | | | | DAY OF WEEK | | | | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------|------|---------|-----|-----|-----|-----|-----|-----|-----|------|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | SUN | MON | TUE | WED | THR | FRI | SAT | | | | |
| CRASHES | 29 | 15 | 21 | 23 | 25 | 25 | 23 | 17 | 22 | 29 | 24 | 28 | 278 | CRASHES | 29 | 41 | 36 | 35 | 41 | 58 | 40 | 278 |
| PCT | 8% | 5% | 8% | 8% | 9% | 9% | 8% | 6% | 8% | 11% | 9% | 10% | 100% | PCT | 9% | 15% | 13% | 13% | 15% | 21% | 14% | 100% |

| HOUR OF DAY | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|----|----|----|----|------|-----|
| 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | |
| CRASHES | 3 | 3 | 3 | 2 | 3 | 6 | 3 | 11 | 9 | 14 | 14 | 13 | 24 | 17 | 25 | 30 | 25 | 19 | 10 | 7 | 14 | 10 | 4 | 9 | 278 |
| PCT | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 4% | 3% | 5% | 5% | 5% | 9% | 6% | 11% | 9% | 7% | 4% | 3% | 5% | 4% | 1% | 3% | 100% | |

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

| COLLISION TYPE | | CRASH SEVERITY LEVEL | | SEVERITY COUNT | | DRIVER ACTIONS | |
|----------------|----------|----------------------|----------|------------------------|----------|----------------|--|
| CRASHES | PCT | CRASHES | PCT | PERSONS | ACTIONS | PCT | |
| ANGLE | 118 42% | FATAL | 1 0% | FATALITIES | 313 45% | | |
| REAR END | 104 38% | MAJOR | 4 1% | MAJOR | 73 10% | | |
| HIT FIX OBJ | 25 9% | MODERATE | 22 8% | MODERATE | 71 10% | | |
| SAME DIR SS | 11 4% | MINOR | 68 25% | MINOR | 32 5% | | |
| PEDESTRIAN | 8 3% | UNK SEVERITY | 45 16% | UNK SEVERITY | 29 4% | | |
| NON COLL | 6 2% | PDO | 136 49% | UNK SEVERITY | 29 4% | | |
| HEAD ON | 3 1% | TOTAL | 276 100% | UNK IF INJURED | 20 4% | | |
| OPP DIR SS | 2 1% | | | FAILURE TO RESPOND TCD | 19 3% | | |
| UNKNOWN | 1 0% | | | TAILGATING | 19 3% | | |
| TOTAL | 276 100% | | | 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 2017 to 2021 local police departments reported 17,769 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 16,692 of the 17,769 impaired driver crashes. In other words, 94 percent of the impaired driver related crashes resulting in an injury or fatality will be covered by grant funded enforcement programs in FFY 2023.

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.

| Grant Organization | AD Traffic Enforcement Zones FY22 YTD stats | | | AD Wave 3/18 - 4/27 | | |
|--------------------|--|----------|-------------------|---------------------|----------|-------------------|
| | Enf Hours | Contacts | Contacts per Hour | Enf Hours | Contacts | Contacts per Hour |
| Blair | 44 | 48 | 1.09 | 9 | 12 | 1.33 |
| Bucks | 109 | 216 | 1.98 | 81 | 164 | 2.02 |
| Dauphin | 109 | 199 | 1.83 | 54 | 119 | 2.20 |
| Lower Merion | 79 | 160 | 2.03 | 46 | 106 | 2.30 |
| Old Lycoming Twp | 77 | 543 | 7.05 | 25.5 | 440 | 17.25 |

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-2023-04; M5HVE-2023-02; FHLE-2023-02 | Municipal Police Traffic Services Enforcement Program |
| OP-2023-01; PT-2023-01; M2HVE-2023-01; M5HVE-2023-01; FHLE-2023-01 | 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 | SELINGROVE 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 |

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| 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 |

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| 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 |

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| 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 |

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| 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 |

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| 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 MAHANoy TOWNSHIP |
| FARRELL CITY | NORTHEASTERN REGIONAL | WEST MANCHESTER TOWNSHIP |
| FERGUSON TOWNSHIP | NORTHERN BERKS REGIONAL | WEST MANHEIM TOWNSHIP |

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| 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 SADSBURO 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 |

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| 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 15 - June 4, 2023

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:

1. LELs will contact each Police Traffic Services (PTS) coordinator 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.
2. Every participating LEA will be required to conduct enforcement details (Saturation patrols, and Traffic Enforcement Zones) on identified roadways in their jurisdiction.

3. PA State Police will coordinate with municipal LEAs for enforcement and public awareness.
4. PA State Police will conduct Child Seat Check Events.
5. 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:
6. Any department that cannot commit to a “zero tolerance” seat belt enforcement policy will not be eligible to participate in any seat belt mobilization.
7. Departments agree to conduct at least 50 percent of enforcement at night. (High Risk Population Program)
8. 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 LEL webpage (www.patrafficsafety.org or www.highwaysafetynetwork.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
- Social Media posts and images
- 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 |
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| 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-2023-02 | 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: 235

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: 151

Populations served - rural: 69

Populations served - at risk: 78

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 |
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| 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-2023-02 | Planned Activity: Statewide Child Passenger Safety Program Coordination |
|------------|---|

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

Estimated total number of classes: **10**

Estimated total number of technicians: **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:

| Countermeasure Strategy |
|---|
| 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-2023-04 | Planned Activity: Municipal Police Traffic Services Enforcement Program |
| OP-2023-01; PT-2023-01; M2HVE-2023-01; M5HVE-2023-01; FHLE-2023-01 | 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 |
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| 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-2023-04 | 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 |
|--------------|
| 9/15/2021 |
| 12/13/2021 |
| 3/14/2022 |
| 5/16/2022 |

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> |
|-------------------|---------------------------|------------------------------|-----------------------------|
| Beas, Allison | | NHTSA | |
| Cotter, Tim | | NHTSA | |
| de Leon, Chris | Project Manager | PennDOT | |
| Desendi, Frank M | Planning Division Manager | PennDOT | ROADWAY |
| *Driscoll, Lori | | Health – Bureau of EMS | INJURY |
| Frampton, Matthew | Coordinator | South Central Highway Safety | |
| Freeland, Jeremy | Division Manager | PennDOT | ROADWAY |
| *Gillis, Angelia | Division Chief | PennDOT – Driver Safety | DRIVER |
| Glass, Thomas R | Section Chief | PennDOT | |
| Gomez, Francisco | | NHTSA | |
| Gray, Gavin | Chief Engineer | PennDOT | |

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| Harlan, Jory | | Local Police | |
| Hershock, Jason | Traffic Control Specialist Supervisor | PennDOT | |
| Hoh, Phil | Committeeman | Fraternal Order of Police | |
| Houpt, William | Safety Engineer | FHWA | |
| *Kelly, Dave | Information Tech Generalist 2 | PennDOT | CRASH |
| Leymeister, Rick | | Highway Safety Network | |
| Madrak, Stephen | Director | PennDOT | |
| *Manchester, JoAnne | Division Chief | OA | |
| Melo, Jenine | Program Administrator | Dept of Health | INJURY |
| Moriarty, James | | Highway Safety Network | |
| Muazzam, Sana | Statistical Analyst 2 | PA Dept of Health | INJURY |
| Nelson, Joanne | | PA Health Care Cost Containment Council | INJURY |
| Niles, John | Lieutenant | Pennsylvania State Police | |
| Oliver, David | Statistician | Vital Statistics | INJURY |
| Pelino, Dominic | Program Manger | PA Courts | CITATION / ADJUDICATION |
| Polen, Craig | Lieutenant | PA State Police | |
| *Polonia, Lisa | Training Manager | AOPC | CITATION / ADJUDICATION |
| 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 | OA | |
| Rhone, Aaron | Program Manger | Dept of Health | INJURY |
| Richenderfer, William | Secretary | PA Chiefs of Police Association | |
| Rothermel, Mark | Director | AOPC | CITATION / ADJUDICATION |
| Rowles, Orvis | Sergeant | PA State Police | |
| Schreffler, Fritzi | Transportation Community Relations Coordinator 1 | PennDOT | |
| *Shenk, Scott | Division Chief | PennDOT | VEHICLE |
| Simon, Rich | Regional Administrator | NHTSA Region 2 | |
| Sombrata, Bandyopadhyay | | PennDOT | DRIVER / VEHICLE |
| *Talluri, Partha | IT Manager | OA - BBSS | |
| Taylor, Marilyn | FARS Supervisor | PennDOT | CRASH |
| Templeton, Kara | Bureau Director | PennDOT | DRIVER |
| *Timbrell, Christy | Transportation Planning Specialist | PennDOT | |
| Tomlinson, Doug | Division Chief | PennDOT | |
| *Tran, Loc | IT Manager | OA - BBSS | |
| Trumper, Debi | FARS and Crash Validation Manager | PennDOT | CRASH |

*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_FY23_405c_Approved TRCC Strategic Plan.pdf

Traffic Records for Measurable Improvements

See pages 12-22 of the PA_FY23_405c_Approved TRCC Strategic Plan.pdf

Traffic Records Supporting Non-Implemented Recommendations

See pages 12-22 of the PA_FY23_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_FY23_405c_Approved TRCC Strategic Plan.pdf

3.2 Core System: Crash

Performance Area: Accuracy (progress)

Measurement: See page 25 of the PA_FY23_405c_Approved TRCC Strategic Plan.pdf

3.3 Core System: Crash

Performance Area: Timeliness (progress)

Measurement: See pages 26-27 of the PA_FY23_405c_Approved TRCC Strategic Plan.pdf

3.4 Core System: Crash

Performance Area: Completeness (regression)

Measurement: See page 28 of the PA_FY23_405c_Approved TRCC Strategic Plan.pdf

3.5 Core System: Crash

Performance Area: Accessibility (progress)

Measurement: See pages 29-30 of the PA_FY23_405c_Approved TRCC Strategic Plan.pdf

3.6 Core System: Crash

Performance Area: Uniformity (progress)

Measurement: See page 31 of the PA_FY23_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_FY23_405c_Approved TRCC Strategic Plan.pdf |

Planned activities that implement recommendations:

| Unique Identifier | Planned Activity Name |
|-------------------|---|
| M3DA-2023-01 | Planned Activity: Statewide Traffic Records Program Support |
| M3DA-2023-02 | Planned Activity: Crash Architecture and Public/Private Data Interface |
| M3DA-2023-03 | Planned Activity: LRS Realignment Application |
| 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 |

Quantitative and Measurable Improvement

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

| Supporting Document |
|---|
| PA_FY23_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_FY23_405d_FY22 Approved DUI Plan.pdf (Strategic Plan to Reduce Impaired Driving).

Statewide Impaired Driving Task Force Membership

See pages 11-12 of the PA_FY23_405d_FY22 Approved DUI Plan.pdf (Strategic Plan to Reduce Impaired Driving).

Strategic Plan on Impaired Driving Details

The attached file titled PA_FY23_405d_FY22 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 a copy of this plan for FY2023.

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 | Registered Motorcycles in Counties with FY23 motorcycle rider training courses |
|---------------------------------|--|
| Adams | 5,155 |
| Allegheny | 24,457 |
| Armstrong | 3,034 |

| | |
|----------------|--------|
| Beaver | 6,305 |
| Berks | 14,579 |
| Blair | 4,874 |
| Bradford | 2,450 |
| Bucks | 16,634 |
| Butler | 7,703 |
| Cambria | 6,183 |
| Centre | 3,837 |
| Clarion | 1,467 |
| Clearfield | 4,051 |
| Columbia | 2,501 |
| Cumberland | 7,828 |
| Dauphin | 7,099 |
| Erie | 7,600 |
| Franklin | 6,211 |
| Indiana | 3,400 |
| Lackawanna | 4,915 |
| Lancaster | 19,232 |
| Lawrence | 3,551 |
| Lebanon | 5,769 |
| Lehigh | 8,890 |
| Luzerne | 8,591 |
| Mckean | 1,642 |
| Mifflin | 1,763 |
| Monroe | 5,910 |
| Montgomery | 16,312 |
| Montour | 619 |
| Northampton | 9,996 |
| Northumberland | 3,532 |

| | |
|--------------|--------|
| Philadelphia | 12,095 |
| Pike | 2,797 |
| Potter | 749 |
| Schuylkill | 5,724 |
| Somerset | 3,570 |
| Sullivan | 299 |
| Susquehanna | 1,601 |
| Tioga | 1,863 |
| Washington | 8,530 |
| Westmoreland | 13,825 |
| York | 20,051 |

Enter the total number of registered motorcycles in State: 364,357

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.

| |
|--|
| Supporting Document |
| PA_FY23_405f_use of fees collected.pdf |

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.

| Supporting Documents |
|--|
| PA_FY23_Appendix A.pdf; PA_FY23_Appendix B.pdf |