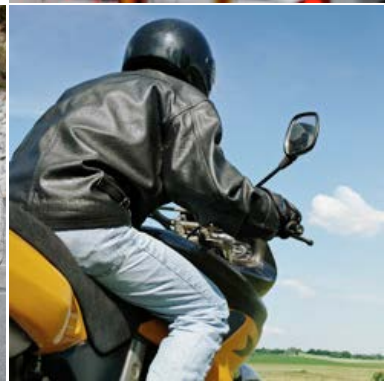
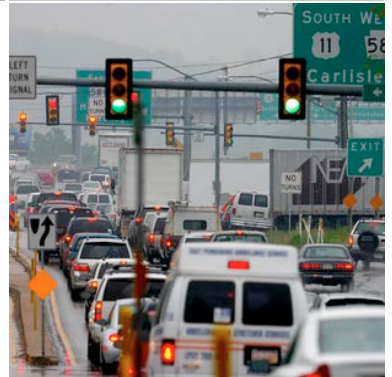


Pennsylvania Annual Report FFY 2019



Pennsylvania Annual Report

Federal Fiscal Year 2019

prepared for

National Highway Traffic Safety Administration

prepared by

Pennsylvania Department of Transportation

December 2019

Table of Contents

- 1. Highway Safety in Pennsylvania..... 1**
 - Executive Summary 1
 - Introduction..... 1
 - Strategic Partners 2
 - Performance Measures..... 5

- 2. Statewide Targets and Results 7**
 - Overall Trends and SHSP Targets 7
 - Accomplishments..... 9
 - FFY 2019 Performance Measures and Targets 11

- 3. Pennsylvania Highway Safety Program..... 19**
 - Occupant Protection..... 19
 - Police Traffic Services 25
 - Motorcycle 27
 - Pedestrian And Bicycle Safety..... 30
 - Traffic Safety Information Systems 33
 - Community Traffic Safety Projects..... 36
 - Communications and Media 37
 - Driver Education and Behavior..... 40
 - Emergency Medical Services 41
 - Impaired Driving..... 42
 - Planning and Administration..... 48

- 4. Program Funding..... 51**
 - Funding Overview..... 51
 - Highway Safety Program Expenditures (Project List)..... 52

List of Tables

Table 1.1	NHTSA Core Performance Measures.....	6
Table 2.1	Progress in Meeting NHTSA Performance Measures Identified in the FFY 2019 HSP	11
Table 2.2	FFY 2019 Pennsylvania High-Visibility Enforcement Campaign Schedule.....	15
Table 3.1	5-Year Average Annual Targets <i>Traffic Safety Information Systems</i>	34
Table 4.1	Federal Fiscal Year 2019 Highway Safety Program Expenditures.....	52

Table Data Source: Pennsylvania State Crash Record System Data and FARS.

List of Figures

Figure 2.1	Historic Fatalities and Targets	8
Figure 2.2	Historic Serious Injuries and Targets.....	8
Figure 2.3	Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets	9
Figure 3.1	Seat Belt Usage <i>Historical Annual Trend and Targets</i>	19
Figure 3.2	Unrestrained Passenger Vehicle Occupant Fatalities <i>Historical 5-Year Averages and Targets</i>	20
Figure 3.3	Speeding-Related Fatalities <i>Historical 5-Year Averages and Targets</i>	25
Figure 3.4	Motorcycle Fatalities <i>Historical 5-Year Averages and Targets</i>	28
Figure 3.5	Unhelmeted Motorcycle Fatalities <i>Historical 5-Year Averages and Goals</i>	28
Figure 3.6	Pedestrian Fatalities <i>Historical 5-Year Averages and Goals</i>	31
Figure 3.7	Bicyclist Fatalities <i>Historical 5-Year Averages and Goals</i>	31
Figure 3.8	Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC <i>Historical 5-Year Averages and Goals</i>	42

Figure Data Source: Pennsylvania State Crash Record System Data and FARS.



1. Highway Safety in Pennsylvania

EXECUTIVE SUMMARY

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2019 (October 1, 2018 through September 30, 2019) documents the use of Federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with 23 United States Code (USC), Sections 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, traffic safety information systems improvements, community traffic safety projects, and motorcycle safety programs. The Highway Safety Office continues to manage partnerships with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Highway Safety Improvement Program (HSIP).

This report provides the status of each performance target identified in the FFY 2019 Highway Safety Plan (HSP). For FFY 2019, 19 targets were identified.¹ Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2018 data:

- Five targets were met; and
- Thirteen targets were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of targets met and the overall successes of the Commonwealth's highway safety program. To address unmet targets and enhance our ability to meet future targets, descriptions of planned adjustments to the upcoming Highway Safety Plan can be located in Table 2.1. It is important to note that targets and progress were tracked using Pennsylvania State data and measures for this report with the exception of the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2019 had yet to be completed during the development of this report.

INTRODUCTION

In accordance with the "U.S. Highway Safety Act of 1966" (P.L. 89-564) and any acts amendatory or supplementary thereto, PennDOT develops an annual comprehensive plan designed to reduce traffic crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department's Bureau of Maintenance and Operations (BOMO) Highway Safety and Traffic Operations Division (HSTOD), under the direction of the Deputy Secretary for Highway Administration, is responsible for the coordination of the Commonwealth's highway safety program by Executive Order 1987-10 (Amended).

¹ Please see Table 2.1, Pennsylvania FFY 2019 Goals and Results, for more detail.

A comprehensive Highway Safety Plan (HSP) is developed by HSTOD on an annual basis to document the goals and objectives related to creating safer roadways in the Commonwealth. This plan identifies current highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address highway safety concerns and achieve goals established in the Strategic Highway Safety Plan (SHSP). In this report, the HSP is closely referenced to determine our yearly status towards accomplishing our highway safety goals.

This Annual Report:

- Documents the Commonwealth's progress in meeting its highway safety performance targets identified in the FFY 2019 Highway Safety Plan;
- Describes how the projects and activities funded during the fiscal year contributed to meeting the Commonwealth's identified highway safety goals;
- Provides an explanation of reasons for planned activities that were not implemented;
- Describes the Commonwealth's evidence-based enforcement program activities;
- Documents information regarding mobilization participation;
- Defines our partners in the Commonwealth's Highway Safety Network; and
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

STRATEGIC PARTNERS

The Safety Advisory Committee (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.

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.

To implement the highway safety plan, the SAC divides state and Federal money among state-level and local grant funds.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates, turnpike, and provides full-time police service for about half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 20 percent of the State population.

The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 70 child safety seat fitting stations year-round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

Department of Health

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

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

Department of Drug and Alcohol Programs

According to Pennsylvania statute, individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. The intent is to properly identify those individuals who have an alcohol or drug addiction and ultimately lead to a reduction in DUI recidivism by including treatment as a component of the court sentencing. This is a crucial factor in the success of the combined health/legal approach to reducing impaired driving. In 2016, the pre-screening evaluation of DUI offenders recommended that nearly 90 percent of those offenders undergo a full drug and alcohol assessment. Of all the DUI convictions in 2016, just over half were for a second or subsequent conviction. The burden of ensuring compliance with this statute lies within each county court and compliance has a direct impact on recidivism. According to court data and a 2016 state Supreme Court case, the county courts are failing to universally comply with this statute. The Department of Drug and Alcohol Programs

is continuing its evaluation the programs within the county court systems to review compliance with statute, as well as to identify best practices to share with non-compliant counties.

Department of Education Institute for Law Enforcement Education

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

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

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A multi-year contract was awarded to Pennsylvania TIPP and was fully executed on October 1, 2014. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

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

(CTSP) that work locally to implement a large part of the highway safety program. Grants are awarded competitively or through formulae based on applicable crash data.

Community Traffic Safety Program

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

- Targeting programming towards local highway safety issues as identified by data review;
- Coordination of educational programs for various audiences;
- Utilization of materials/program/projects which are appropriate and effective;
- Education of the public concerning Pennsylvania's motor vehicle laws;
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
- Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate standard messages to the public.

Local Police

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

County Courts

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

PERFORMANCE MEASURES

NHTSA Core Performance Measures

States receiving Federal traffic safety grant funds are required to report on 15 performance measures that include a variety of highway safety focus areas, and specific NHTSA-funded enforcement statistics, as listed and described in Table 1.1. The results for each of these performance measures can be found in Table 2.1. Pennsylvania also reports on additional focus area measures, including EMS, driver education, drug impaired and distracted driving.

Table 1.1 NHTSA Core Performance Measures

Measurement	Description/Objective
Traffic Fatalities	Reduce the number of traffic fatalities.
Serious Injuries in Traffic Crashes	Reduce the number of serious injuries related to motor vehicle crashes.
Fatalities per VMT	Reduce the number of fatalities per vehicle-mile traveled.
Unrestrained Passenger Vehicle Fatalities	Reduce the number of unrestrained passenger fatalities.
Fatalities in Crashes with a BAC of ≥ 0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of 0.08 and above.
Speeding-Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to unhelmeted motorcyclists.
Drivers age 20 or Younger in Fatal Crashes	Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality.
Pedestrian Fatalities	Reduce the number of pedestrian fatalities related to motor vehicle crashes.
Bicycle Fatalities	Reduce the number of bicycle fatalities related to motor vehicle crashes.
Seat Belt Usage	Observe and collect seat belt observations to calculate the statewide seat belt usage rate.
Seat Belt Citations	Report the number of seat belt citations issued during grant-funded enforcement activities
DUI Arrests	Report the amount of DUI arrests made during grant-funded enforcement activities
Speeding Citations	Report the amount of speeding citations issued during grant-funded enforcement activities

2. Statewide Targets and Results

OVERALL TRENDS AND SHSP TARGETS

In October 2016, NHTSA committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. Safety has always been one of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the HSP and SHSP reflect a substantial broad-based effort designed to meet the ambitious target.

HSTOD staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The revisions for the SHSP were completed in the Fall of 2016 and updated in 2017 with HSTOD actively participating in the process. The behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

The seven vital safety focus areas in the 2017 SHSP are as follows:

1. Reducing Impaired Driving;
2. Increasing Seatbelt Usage;
3. Creating Infrastructure Improvements;
4. Reducing Speeding & Aggressive Driving;
5. Reducing Distracted Driving;
6. Mature Driver Safety; and
7. Motorcycle Safety.

In addition to these seven SFAs, nine additional focus areas were identified:

1. Young & Inexperienced Driver Safety;
2. Enhancing Safety on Local Roads;
3. Improving Pedestrian Safety;
4. Improving Traffic Records Data;
5. Commercial Vehicle Safety;
6. Improving Emergency/Incident Influence Time;
7. Improving Bicycle Safety;

- 8. Enhancing Safety in Work Zones; and
- 9. Reducing Vehicle-Train Crashes.

The SHSP was used in the development of the safety initiatives identified in the Performance Plan that defines how the Commonwealth will utilize Federal §402 highway safety funds and other NHTSA incentive and special funding sections. The SHSP document can be found at: <https://www.penndot.gov/TravelInPA/Safety/Pages/Strategic-Highway-Safety-Plan.aspx>.

Figure 2.1 Historic Fatalities and Targets



Figure 2.2 Historic Serious Injuries and Targets

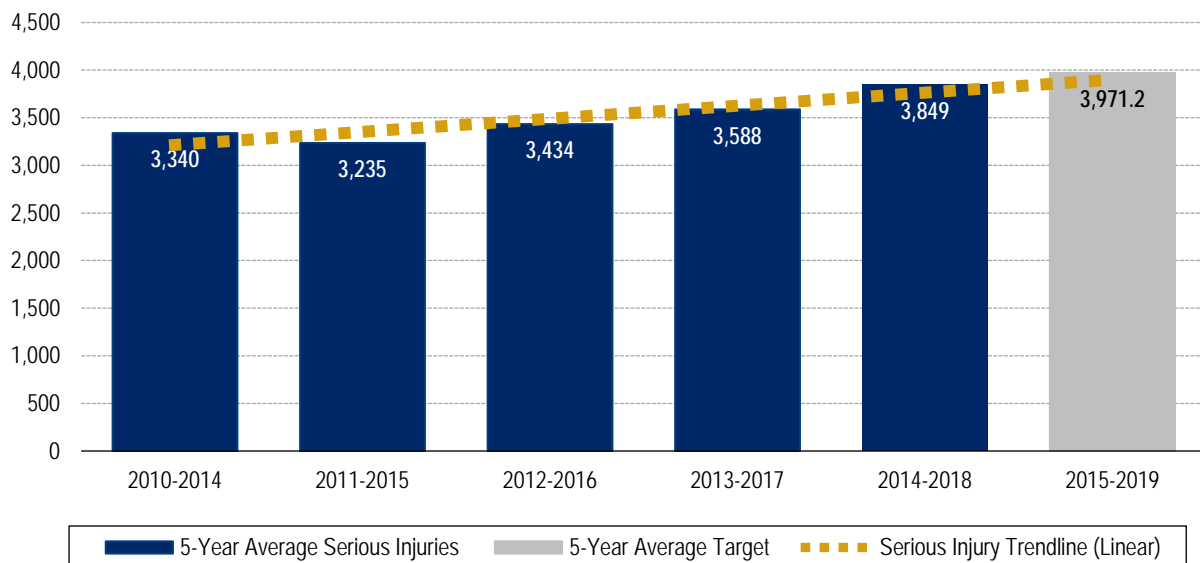
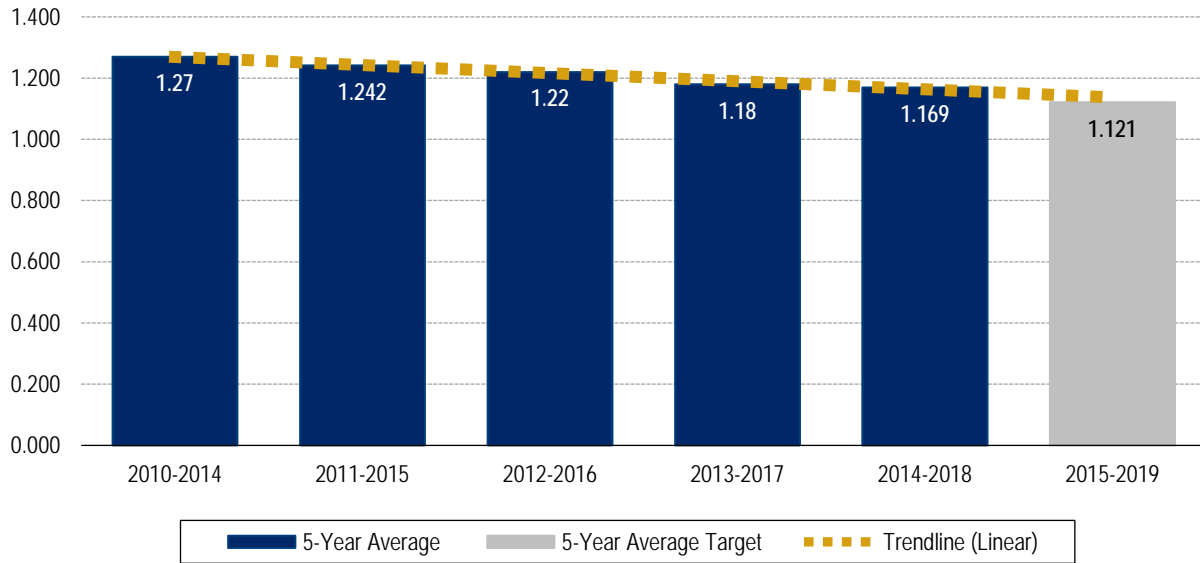


Figure 2.3 Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets



ACCOMPLISHMENTS

Annual Traffic Safety Conference

The Pennsylvania Highway Safety Office coordinated the 2019 Traffic Safety Conference April 9-12, 2019 in State College, Pennsylvania. The conference gathered over 250 attendees across various disciplines, such as health, legal, law enforcement, media, and traffic safety education. PennDOT’s Highway Safety Plan goals are comprehensive; therefore, a diverse collection of partners is needed to aid the success of the Department’s behavioral traffic safety initiatives.

The 2019 conference featured a variety of workshops designed to provide national and state program priorities, legislative and case law updates, newly proven countermeasures, Continuing Education Units (CEU), Municipal Police Officers’ Education & Training Commission (MPOETC) training credits and various other sessions designed to improve efficiency and effectiveness of invested behavioral grant funding. Attendees were also provided networking opportunities to build and strengthen relationships, reinforcing collaboration and leveraging limited resources towards a shared goal of improving safety on the Commonwealth’s roadways.

Highway Safety Survey

PennDOT annually surveys the public’s highway safety attitudes and behavior. The survey includes questions related to highway safety concerns particular to Pennsylvania’s state programs.

This year, questions were again updated to streamline the survey while continuing to assess the attitude and awareness of drivers and to identify the motivations of their decisions regarding specific highway safety concerns in the Commonwealth. The survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, distracted driving and the public's opinion of certain legislative topics. Results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts.

PennDOT's FFY 2019 survey was conducted from July 23 through August 12, 2019 as a collaborative effort by the Bureau of Maintenance and Operations (BOMO), Press Office, and the Bureau of Innovations (BOI).

The following summary evaluation provides an overview of the survey structure and key results, while the remainder of the report addresses results of the individual survey questions. The survey was conducted online, with outreach performed through various channels, including email and social media and utilized PennDOT's web site as the host for respondent traffic.

In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a "licensed driver", age range, and their County of residence were included in the survey.

Summary Evaluation

In all, 10,133 individual responses were received from the public. This number of responses is sufficient to provide an overall picture of Pennsylvania drivers' perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seatbelt use) with less than a two percent margin of error at a 98 percent confidence level.

Montgomery, Allegheny, Bucks, Luzerne and Berks accounted for the largest individual response totals, with the total number of responses received from these counties ranging from 451 to 990. Approximately 33 percent of the total responses received statewide came from residents of these five counties. Fewer than 12 survey responses were received from each of the following counties: Cameron, Greene, Sullivan, Fulton, and Forest. 48 of 67 counties' response proportions fall within 0.5 percentage point of their licensed driver population proportions, while most of the other 19 counties fall between 0.5 and 2.0 percentage points of theirs. The most dramatic departures from population proportions are found in Philadelphia (7 percentage points under population proportion), and Montgomery and Luzerne counties (each between 2.5 and 3.0 percentage points over licensed driver population proportions). With these exceptions, the sample reflects the geographical dispersion of Pennsylvania's population.



PennDOT is seeking motorists' input on traffic safety and driving behaviors through its annual online Highway Safety Survey. Make your input count, visit <https://www.surveymonkey.com/r/2019PDHwySafety>. #TellUsWhatYouThink



Additional survey data, comments, and detailed analysis are available upon request.

Key Results

- Ninety percent of respondents say they wear a seatbelt. It appears that safety is more of concern for respondents than the risk of getting a ticket or fine. When asked why they wear a seatbelt, 90 percent cite “Safety in the event of a crash” as a reason, compared to 66 percent who cite “It is the law” as a reason. When asked if not wearing a seatbelt should be a primary offense, 52 percent say “Yes”, compared 34 percent who say “No” and 14 percent who have no opinion.
- Approximately 87 percent of all respondents say they speed at least some of the time. When asked why they speed, 49 percent of respondents cite “The speed limit is too low.” as a reason. For those who choose not to speed, 67 percent cite “It is illegal” as a reason.
- Eighty-nine percent of drivers surveyed say they never drive impaired. When asked why they choose not to drive impaired, approximately 75 percent cite “I feel it is unsafe” as one reason. Only 40 percent cite “I don’t want to get caught by law enforcement and suffer the consequences” as a reason.
- When asked “Which of the following behaviors distracted you while driving in the last month, 38 percent cite “Adjusting the radio or climate controls” as a distraction compared to only 14 percent who indicate “Using a cell phone” was a distraction. Nearly 77 percent of respondents support a ban on the use of hand-held devices while driving. Support for a ban is lowest in the 18 to 30 age group, with 57 percent showing support for a ban.

FFY 2019 PERFORMANCE MEASURES AND TARGETS

Table 2.1 provides the results of Pennsylvania’s progress in meeting the State’s performance targets identified in the FFY 2019 HSP. Please note, 2019 data were unavailable at the time of publication. Revised 2019 data points are based on trend lines used to develop the FFY 2020 HSP Performance Targets.

Table 2.1 Progress in Meeting NHTSA Performance Measures Identified in the FFY 2019 HSP

NHTSA Performance Measures	2015-2019 Performance Target	Status	Future HSP Adjustments and Other Comments
Traffic Fatalities	1,146.3	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 1,178.6 (2015-2019).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and pedestrian safety.
Serious Injuries	3,971.2	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 4,123.4 (2015-2019).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and pedestrian safety.
Fatalities per 100MVT	1.121	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 1.159 (2015-2019).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and pedestrian safety.

NHTSA Performance Measures	2015-2019 Performance Target	Status	Future HSP Adjustments and Other Comments
Unrestrained Passenger Vehicle Occupant Fatalities	359.4	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 360.2 (2015-2019).	Enhanced focus towards sustained and nighttime enforcement, along with teen and young drivers, will be implemented to curb this trend.
Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	268.8	Currently available crash data indicates we are expected to meet this previously established target, as the projected 2019 data point has been adjusted slightly downward to 242.9 (2015-2019).	Continued focus towards specialized officer training and associated community outreach will support sustaining this trend.
Speeding-Related Fatalities	460.2	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 462.8 (2015-2019).	Additional focus towards state and local collaboration, including joint enforcement operations, will be added to future planning efforts. The PA State Police LIDAR pilot will also contribute towards curbing this trend.
Motorcycle Fatalities	173.2	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 175.5 (2015-2019).	Enhanced marketing and outreach promoting advanced rider training courses will be a primary objective of the new vendor administering the PA Motorcycle Safety Program.
Unhelmeted Motorcycle Fatalities	84.8	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 88.1 (2015-2019).	Enhanced educational outreach promoting the decision to wear motorcycle helmets will be coordinated with motorcycle safety groups.
Drivers Age 20 or Younger Involved in Fatal Crashes	108.6	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 113.7 (2015-2019).	Continued efforts with the PA Dept. of Education and Indiana University of PA are expected to provide additional tools and approaches to reach young drivers.
Pedestrian Fatalities	156	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 166 (2015-2019).	The pilot HVE grants supporting pedestrian enforcement will be expanded statewide according to crash data. Comprehensive community-based efforts will be promoted.
Bicycle Fatalities	17	Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 18.2 (2015-2019).	New bicycle safety videos are under development and additional focus will be placed on establishing and strengthening relationships with state and local cycling groups.
Seat Belt Usage	86%	Currently available crash data indicates we are expected to meet this previously established target, as the projected 2019 data point has been adjusted slightly upward to 88.7% (2015-2019).	Continued focus on enforcement and educational outreach efforts are expected to sustain seat belt usage rates.
Drug Impaired Driver Crashes	3,039	Currently available crash data indicates we are expected to meet this previously established target, as the projected 2019 data point has been adjusted slightly downward to 3,010.8 (2015-2019).	Enhanced promotion of advanced training and support services are expected to sustain the downward trends in this focus area.
Completeness	0.7	Currently available missing values reports indicate we are on track to meet this target and can expect further reductions. The projected 2019 data point has been adjusted slightly downward to 0.65 for this measure.	Continued focus towards electronic reporting and pre-submittal editing are likely to sustain the progress in this measure.

NHTSA Performance Measures	2015-2019 Performance Target	Status	Future HSP Adjustments and Other Comments
Accuracy	0.4	Currently available invalid values reports indicate we are on track to meet this target and can expect further reductions. The projected 2019 data point has been adjusted slightly downward to 0.23 for this measure.	Similar to Completeness, continued focus towards electronic reporting and pre-submittal editing are likely to sustain the progress in this measure.
Timeliness	9.1	Currently available timeliness reports (average days to process a crash report) indicate we are not on track to meet this target and can expect an increase. The projected 2019 data point has been adjusted slightly upward to 10 for this measure.	Additional focus will be placed on this measure by the Traffic Records Coordinating Committee during project selection. Reducing the open staff positions in the Crash Unit are expected to improve this measure.
Complete a NHTSA EMS Assessment	1	This project was postponed as the request of the PA Department of Health.	This project will be revisited when requested by the PA Department of Health.
Complete Projects to Enhance Driver Education in Pennsylvania	1	This project began in FFY19 and is expected to be completed in FFY 20.	This project is expected to provide additional support towards improving young and novice driver safety. Adjustments will be considered upon receipt of the final report.
Distracted Driving Fatalities	63	Currently available crash data indicates we are expected to not meet this previously established target, the projected 2019 data point has been adjusted slightly upward to 64.3 (2015-2019).	Additional focus will be placed on strategic media campaigns and other outreach efforts. New enforcement strategies will be considered in future operations.

Source: Pennsylvania State Crash Record System Data and FARS.

Areas Tracked but No Targets Set			
Program Area	2017 Data	2018 Data	2019 Data
Speeding Citations	166,802	170,944	162,755
Seat Belt Citations	18,025	18,094	18,302
DUI Arrests	11,647	11,944	11,776

Source: dotGrants reports and grantee quarterly reporting

** Please note that beginning January 1, 2016, PennDOT adopted the MMUCC standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.”*

FFY 2019 Evidence-Based Enforcement Program

Evidence-based traffic safety enforcement program activities have greatly contributed to recent successes in improving safety on Pennsylvania roadways. Adhering to the guiding principles of this strategy have improved efficiency, increased funds liquidation, and strengthened collaboration among participating police departments.

Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were 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 accounted for almost four percent of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately four percent of the available impaired driving enforcement funding was

allocated to the City of Pittsburgh. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

Participating departments were provided crash data information to clearly identify and target roadways and jurisdictions where crashes were occurring. Thresholds were established to provide the level where roadways will be identified. In addition to the data provided by PennDOT, departments utilized local data and information to further refine roadway selection and shift planning. Often departments in neighboring jurisdictions participated in planning meetings prior to mobilizations to collaborate and leverage resources.

PennDOT monitored the application of evidence-based enforcement practices through routine emails and phone calls, periodic site visits, and participation in bimonthly planning meetings coordinated in the six Highway Safety Regions within Pennsylvania. At these meetings, team members follow up on completed mobilizations and use the results to adjust the coordination of the next effort. Pennsylvania State Police performance during scheduled mobilizations is monitored jointly with the Bureau of Patrol. Quarterly and interim enforcement reports are reviewed along with feedback from Troopers to determine corrective actions.

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

The following FFY 2019 Programs supported evidence-based enforcement practices:

1. OP-2019-02-00-00 Municipal Occupant Protection Enforcement & Education Program
2. PT-2019-01-00-00 PA State Police Tasks 3 & 5
3. PT-2019-02-00-00 Municipal Aggressive Driving Enforcement & Education
4. PT-2019-04-00-00 Police Traffic Services
5. M2HVE-2019-01-00-00 PA State Police Task 4
6. M5HVE-2019-01-00-00 PA State Police Task 1
7. M5HVE-2019-02-00-00 Municipal DUI Enforcement

Projects awarded under these program areas were provided \$12,189,528.69 in total grant funding. This represented roughly 56% of the total federal commitments during FFY 2019. Of these commitments, there were \$11,749,449.96 in expenditures during the reporting period, representing a 90% percent liquidation rate.

Maintaining a high liquidation rate is a direct result of implementing evidence-based enforcement practices across Pennsylvania. State and local police departments adhere to structured and organized campaign planning to maximize efficiency and leverage resources, thereby ensuring committed funds unspent during campaigns conducted early in the fiscal year are reallocated to subsequent efforts. PennDOT coordinates many high-visibility enforcement campaigns during the year, allowing participating departments multiple opportunities to conduct enforcement operations.

As noted in Table 2.2, Pennsylvania receives a strong commitment from state and local police towards sustained traffic safety enforcement.

Table 2.2 FFY 2019 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - National Teen Mobilization	10/15-10/27	100	No	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign- Halloween	10/19-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Underage drinking
Aggressive Driving Wave 1	10/22-11/18	300	Yes	Earned Media Theme: Left lane law, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/19-12/2	250	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	12/1-12/31	250	Yes	Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	1/30-2/3	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/8-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/18-4/28	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, school bus safety, speeding, work zone awareness
CIOT - National Enforcement Mobilization	5/13-6/2	330	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign – Independence Day	6/24-7/7	350	Yes	Earned Media Theme: Boating under the influence, public transportation/ride sharing
Aggressive Driving Wave 3	7/8-8/25	300	Yes	In coordination with Operation Safe Driver Week and National Stop on Red Week. Earned Media Theme: Heavy Truck, red light running, Steer Clear Law, tailgating
Impaired Driving Campaign - National Crackdown	8/14 - 9/2	400	Yes	Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/15-9/28	100	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Other Campaigns				
Impaired Driving Campaign - Fat Tuesday	3/5	5	No	Projects and Police Departments are encouraged to participate if their local community has a celebration
Impaired Driving Campaign - Cinco de Mayo	5/5	15	No	Projects and Police Departments are encouraged to participate if their local community has a celebration

As shown in Table 2.1, DUI arrests and speeding citations decreased while seat belt citations increased from 2018 to 2019. These fluctuations in citations, although not tracked formally for performance measurement, can be attributed to the challenges facing Pennsylvania law enforcement working under a secondary seat belt law and without municipal police access to radar. The costs to conduct enforcement have increased over time due to inflation while the available federal funds for programs have remained relatively constant. The average gains in

productivity over the past few years despite a growing gap in investment value further reinforces the effectiveness of this planning practice.

In addition to seeing results through high liquidation rates, sustained participation throughout the year, and increased productivity the historically low traffic fatality levels seen over the past few years are a testament to the success of traffic safety enforcement programs in Pennsylvania.

FFY 2019 National Mobilization Participation

Table 2.2 provides information for all HVE campaigns supported during FFY 2019. Please note the following additional details for the National Mobilizations:

1. Holiday Season Impaired Driving Mobilization (December 13 – 31, 2018)
 - a. Participating and Reporting Agencies
 - i. PA State Police Troops: 16
 - ii. Municipal Law Enforcement Agencies: 300
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 186 Roving Patrols, 7 Sobriety Checkpoints, 4 Mobile Awareness Patrols, and 1 Cops in Shops detail.
 - c. Citation Information
 - i. Speeding Citations: 225
 - ii. Impaired Driving Citations: 136
 - iii. Occupant Protection Citations: 40
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Earned and Social Media was conducted Statewide. All PennDOT Districts contributed.
2. 2019 CIOT Mobilization (May 13 – June 8, 2019)
 - a. Participating and Reporting Agencies
 - i. PA State Police Troops: 16
 - ii. Municipal Law Enforcement Agencies: 384
 - b. Enforcement Activity
 - i. Roadways with unbelted crashes were identified via crash data. Enforcement strategies included roving patrols and traffic enforcement zones.
 - c. Citation Information

- i. Speeding Citations: 10,207
 - ii. Impaired Driving Citations: 412
 - iii. Occupant Protection Citations: 3,770
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Paid media was purchased for the CIOT Mobilization. The paid media coincided with earned and social media. All PennDOT Districts contributed.
- 3. Labor Day Impaired Driving Mobilization (August 14 – September 2, 2019)
 - a. Participating and Reporting Agencies
 - i. PA State Police Troops: 16
 - ii. Municipal Law Enforcement Agencies: 400
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 310 Roving Patrols, 65 Sobriety Checkpoints, and 12 Mobile Awareness Patrols.
 - c. Citation Information
 - i. Speeding Citations: 788
 - ii. Impaired Driving Citations: 422
 - iii. Occupant Protection Citations: 140
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Earned and Social Media was conducted Statewide. All PennDOT Districts contributed.

Project Contributions to Meeting Established Targets

In Pennsylvania, fatalities as a result of traffic crashes have reached historic lows over the past few years. Table 2.1 provides an assessment of our progress in achieving identified performance targets. Most unmet performance targets are observing annual downward trends within the safety focus areas. These recent annual reductions will impact the five-year average trends over time, providing a greater opportunity to meet and exceed future targets.

The successes of Pennsylvania’s traffic safety program are a result of multiple factors. In addition to incorporating evidence-based enforcement principles into our programs, factors such as enhanced communications planning, increased training opportunities, adoption of new best practices and initiatives, and improvements in fund liquidation (resulting in decreases in annual fund carry-forward amounts) all contributed to reductions in traffic fatalities occurring in Pennsylvania.

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2019 HSP. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2019. Assessment of these countermeasures will be limited to avoid speculation.

3. Pennsylvania Highway Safety Program

OCCUPANT PROTECTION

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.

Performance Targets

Figure 3.1 **Seat Belt Usage**
Historical Annual Trend and Targets

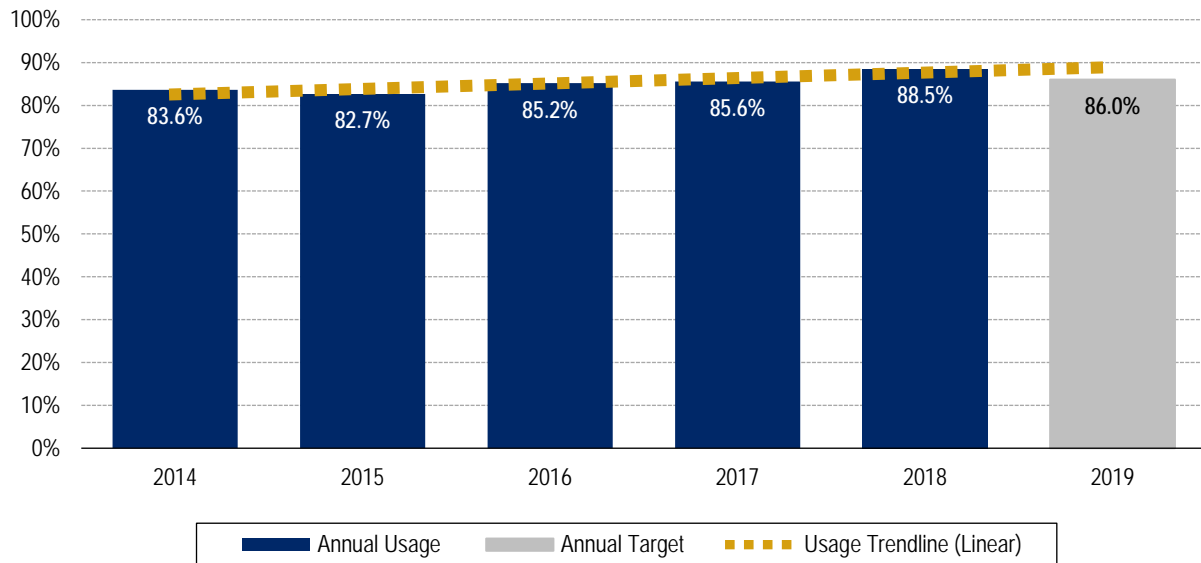
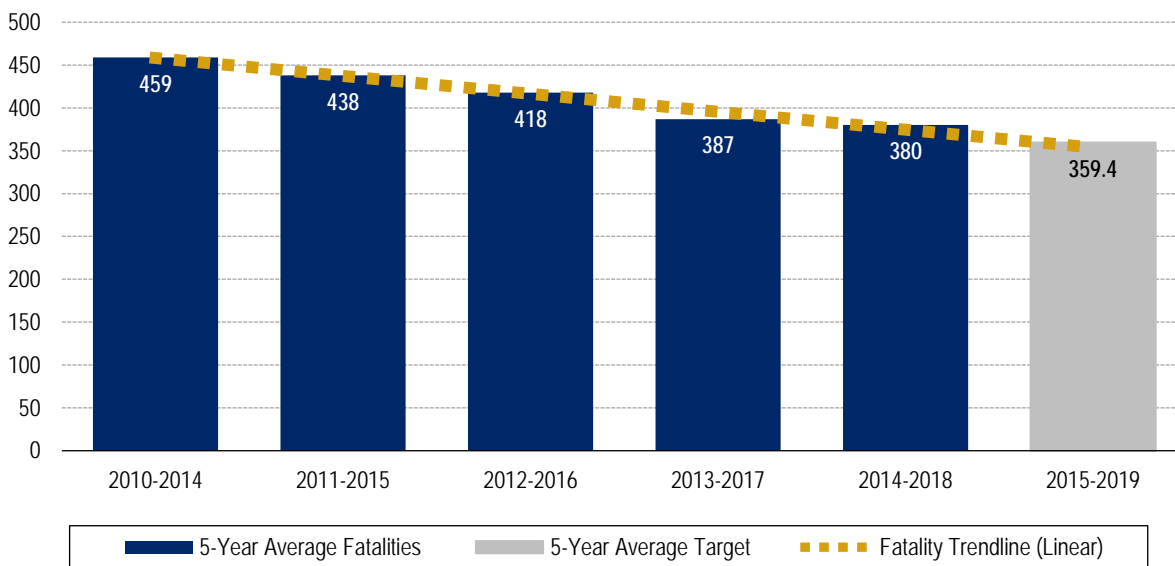


Figure 3.2 Unrestrained Passenger Vehicle Occupant Fatalities
Historical 5-Year Averages and Targets



Countermeasures (Programs and Projects) and Results

High-Visibility Seat Belt Law Enforcement

Publicized seat belt-law enforcement programs, using specially trained officers and equipment, have been proven effective in increasing seat belt use and reducing occupant protection-related fatal, injury, and property damage crashes. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Periodic High-Visibility Belt Law Enforcement

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for the Thanksgiving 2018 and May 2019 Click It or Ticket (CIOT) mobilizations, and for the targeted Teen Seat Belt and Child Passenger Safety Week mobilizations. The occupant protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas, which may have low usage rates but do not have the traffic volume to score high in the data analysis. Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the State Police receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).

The Thanksgiving CIOT mobilization ran from November 19 through December 2, 2018 as part of the larger Operation Safe Holiday campaign that also includes aggressive driving and impaired driving enforcement. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational

sites. PSP and 236 municipal departments were funded with \$321,289 and conducted 6,556 hours of enforcement. Grantees contributed an additional 96 hours of in-kind enforcement. The mobilization resulted in 9,622 total citations including 835 occupant protection citations. Agencies funded during the Thanksgiving campaign were required to provide in-kind enforcement during the 12-Month Enforcement Plan equal to 10 percent of their funded hours.

The 2019 CIOT mobilization (May 13 through June 8) included 334 funded agencies, totaling \$683,997 for 14,715 enforcement hours including 390 in-kind enforcement hours. The mobilization included the NHTSA-coordinated Border to Border campaign on May 20, 2019. Strategies used for the May/June wave included traffic enforcement zone details, safety checkpoints, and roving patrols. The CIOT mobilization resulted in 27,091 contacts and 22,088 citations, including 2,003 occupant protection citations.

Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting police departments to do seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct in-kind overtime enforcement during a designated month. The months are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month enforcement in FFY 2019 totaled 2,768 hours and produced 6,902 contacts resulting in 156 occupant protection citations.

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

All municipal police departments that receive grant funding for the CIOT mobilizations are required to conduct at least 50 percent of those enforcement hours at night. For the two primary enforcement mobilizations (Thanksgiving and May/June), the result was 56 percent, or 11,862 hours of nighttime enforcement.

Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted from October 22 through November 3, 2018. 99 Law Enforcement Agencies (LEA) from across Pennsylvania participated in the mobilization that reached over 150 secondary schools.

The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools. Each participating LEA conducted various youth driving-oriented activities, including at least one Seat Belt Informational Site detail (distributing an estimated 52,500 enforcement handouts) on or around high school campuses; they generated earned media, completed seat belt surveys, and seat belt minicade details. Additional activities included Buckle Up PA's educational seat belt programs, Survival 101 and 16 Minutes. When the education and student awareness activities were completed, officers then completed Teen Seat Belt Enforcement. Buckle Up PA's message is simple – law enforcement will be writing seat belt tickets to save lives, so buckle up.

Participating LEA grantees completed 135 Informational Seat Belt Details on high school campuses, made 3,734 direct enforcement contacts and wrote 470 seat belt citations.

Evidence-Based Traffic Safety Enforcement Program

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

Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2019-01-18-00 Federal; M2HVE-2019-01-19-00 Federal)

The Pennsylvania State Police (PSP) participated in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities include saturation patrols, regulatory checkpoints, conducting press releases, conducting pre- and post-action safety belt surveys, and reporting results of enforcement and educational efforts.

Results:

- Received participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, including Child Passenger Safety Week.

Municipal Occupant Protection Enforcement and Education Programs (OP-2019-02-18-00 Federal; OP-2019-02-19-00 Federal)

Municipal police participation in occupant protection enforcement operations is coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement sub-grants utilized an allocation formula based on occupant protection-related data. Eligible governmental units were identified based on police jurisdictional coverage of high-crash areas, population density, and other data.

Results:

- Funding provided to municipal police departments based on number and severity of crashes to participate in Thanksgiving 2018 and May 2019 Click It or Ticket enforcement campaigns.
- 11,862 hours (or 56% of all hours) were performed at nighttime for the two primary enforcement mobilizations (Thanksgiving and May/June).
- 99 Law Enforcement Agencies participated in the Teen Seat Belt Mobilization from October 22 to November 3, 2018.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 15-21, 2019). 59 law enforcement agencies participated in this enforcement mobilization.

Child Occupant Protection Programs

State laws addressing young children in vehicle restraints are different than those for adults in all states, as young 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.

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (AAP) to implement the child occupant protection program under its Traffic Injury Protection Program. TIPP was tasked with delivering hospital education, managing the statewide child seat loaner program, maintaining a network of certified car seat technicians, conducting school programs, promoting and publicizing child passenger safety, and serving as PennDOT liaison for child passenger safety.

The hospital education program consists of an annual review of maternity ward discharge procedures related to passenger safety through a survey. The survey results are used to see that hospitals are implementing best practices, and to collect requests for training or informational materials. TIPP assists in offering courses in child passenger safety for Continuing Medical Education (CME) credits and in noncredit classes for hospital staff. TIPP also offers trainings and informational materials to pediatrician offices and conducts an annual teleconference for pediatricians.

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 177 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2019, 7,135 seats were purchased by the State and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2019-01-18-00 Federal; OP-2019-01-19-00 Federal)

These Pennsylvania State Police child passenger safety 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; studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians.

Results:

- Performed a total of 1,404 child safety seat checks during fiscal year 2019.
- Completed an average of 66 events and checked an average of 381 child restraints during 3 mobilization periods.

Statewide Child Passenger Safety (CPS) Coordination (CP-2019-02-18-00 Federal; CP-2019-02-19-00 Federal /CP-2019-02-18-00 State; CP-2019-02-19-00 State)

The primary components of the Pennsylvania Child Passenger Safety Project are training and educational activities designed to increase usage of child restraints, including:

- **Child Passenger Safety Technician Certification Training** - Implement and oversee the administration and the credibility of NHTSA's 32-hour Child Passenger Safety Technician courses, taught statewide. The technicians staff the 193 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use. Administer the update/refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish Inspection Stations is 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, and other private health care providers.
- **Car Seat Loaner Programs** - The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for Loaner Programs. There currently are 177 Loaner Programs in 58 of the 67 Pennsylvania counties. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loaner Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is also available to the general public on the project's web site.

Results:

- Conducted 23 NHTSA CPS Technician Courses, certifying 326 new technicians and 26 new instructors.
- Conducted 18 renewal courses and 31 Technical Update classes.
- Conducted Hospital Educational Trainings which included:
 - 64 CME/CEU courses with 468 participants;
 - 1 pediatric webinar approved for CME/CEU with 316 attendees; and
 - 34 requests for CME/CEU as well as 51 requests for CEU towards CPS recertification.
- Conducted 91 training programs for school staff, caregivers, and school transportation providers. 4,731 adults and children participated.

Summary

Occupant protection efforts were continued during FFY 2019. Efforts in this grant year included a Thanksgiving and Memorial Day CIOT mobilization along with Teen Driver and Child Passenger Safety mobilizations. Pennsylvania continued efforts in sustained seat belt law enforcement by requiring all funded departments to provide in-kind enforcement hours during the mobilization that they did not receive funding. 56 percent of all enforcement was conducted during nighttime hours. Since Pennsylvania still has a secondary law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue

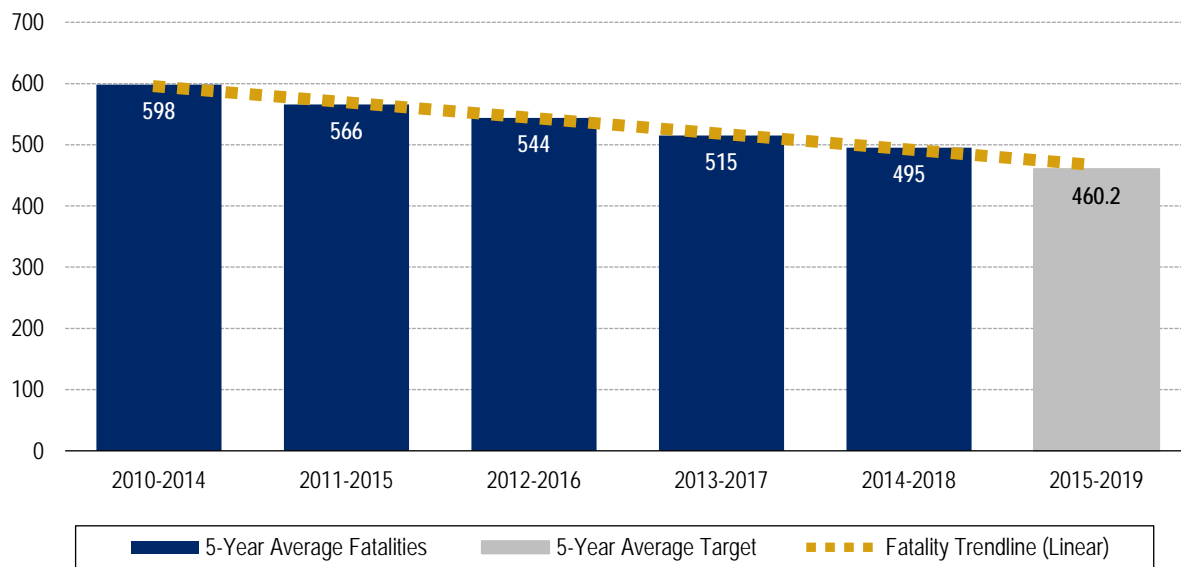
along with media and outreach efforts to increase Pennsylvania’s seat belt usage rate and lower unrestrained fatalities.

POLICE TRAFFIC SERVICES

Aggressive Driving and Distracted Driving are traffic safety issues that affect all motorists. Aggressive driving behavior typically includes a combination of speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly. Distracted driving is defined by any action that either takes a motorist’s attention away from driving, their eyes off the road, or their hands off the wheel. It is believed that crash data relating to both factors is unintentionally underreported and does not truly grasp the scope of the problem. PennDOT is constantly trying to bring both issues to the forefront through outreach via enforcement and public awareness.

Performance Targets

Figure 3.3 Speeding-Related Fatalities
Historical 5-Year Averages and Targets



Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed towards high-crash or high-violation geographical areas. The following projects were funded in FFY 2019.

Pennsylvania State Police – Police Traffic Services (PT-2019-01-18-00 Federal; PT-2019-01-19-00 Federal)

Every State Police troop participated in Pennsylvania’s Aggressive Driving Enforcement and Education Program. Data-driven enforcement and earned media efforts occurred in all 67 counties and reached motorists in over 1,200 municipalities. The PSP assisted in joint operations with local police departments; especially with those that need the use of radar (local police can’t use radar in Pennsylvania). See further description of the program under Municipal Aggressive Driving Enforcement and Education Program.

The Special Traffic Enforcement Program (STEP) is a State Police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide and yearlong in data-driven locations. Many of the STEP locations overlapped with “Fines Doubled” Highway Safety Corridors. Over 317,000 traffic citations were written during STEP details in FFY 2019. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 3: Sections 2.2, 2.3)

Results:

Every troop participated in aggressive driving enforcement during FFY 2019. The State Police completed 4,791 overtime enforcement hours.

15,545 hours of STEP overtime enforcement was completed.

Municipal Aggressive Driving Enforcement and Education Program (PT-2019-02-18-00 Federal; PT-2019-02-19-00 Federal)

The State Police and 217 municipal departments conducted enforcement over the course of three separate waves. The police departments were chosen by identifying the municipalities with the most aggressive driving and speeding crashes over the past five years. Serious injury and fatality data also weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. The themes of the earned media tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, the outreach during the enforcement wave in April tied in Work Zone Safety and Distracted Driving. Local district judges were informed when enforcement was occurring, so they could help support the program.



Coordination for the events was completed via our six Highway Safety Regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. In addition to the bimonthly meetings, special aggressive driving subcommittee meetings were also conducted regionally. At these meetings local data was incorporated and collaborative efforts among neighboring police departments were planned (CTW, Chapter 3: Sections 2.2, 2.3, 4.1).

Results:

- In FFY 2019, 217 local departments participated in Aggressive Driving Enforcement Waves. The selected departments were encouraged to address their high crash locations based upon data available using the Pennsylvania Crash Information Tool.
- The earned media and enforcement theme of April's Aggressive Driving Enforcement Wave was Distracted Driving. Distracted drivers unknowingly commit actions that can be perceived as aggressive.

Police Traffic Services Program (PT-2019-04-18-00 Federal; PT-2019-04-19-00 Federal; M5HVE-2019-02-18-00; M5HVE-2019-02-19-00)

PennDOT offered single enforcement grants to seven different agencies in FFY 2019. Each grant provided for municipal police participation in impaired driving, occupant protection, and aggressive driving countermeasures. Funding distribution for the three (3) safety focus areas utilized an allocation formula based on local crash data. This new centralized structure gives police departments more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Results:

- FFY 2019 marked year four of the City of Pittsburgh's Police Traffic Service Grant and year three for both Bucks and Chester counties. Lehigh Township, Old Lycoming Township, Towanda Borough, and Warren County all just completed their first year as a PTS Grantee. Preliminary results of the programs are positive. Over 23,000 motorists were contacted through overtime enforcement efforts under these grants.

Summary

In an effort to combat dangerous driving habits, the Department of Transportation funds various enforcement and education programs to address aggressive driving, distracted driving, speeding crashes, and other behavioral highway safety concerns. The programs each consist of data-driven enforcement and strategically placed media. All enforcement and education campaigns fall in line with established time periods based on NHTSA's communication calendar. Crash data is constantly analyzed and municipalities that make up a larger percentage of the crash picture receive an applicable dedication of resources.

MOTORCYCLE

Over the last decade, Pennsylvania saw a 3.1 percent increase in licensed motorcyclists, but a 3.66 percent decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. The majority of multi-vehicle crashes involving a motorcycle cite a vehicle other than the motorcycle as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Performance Targets

Figure 3.4 Motorcycle Fatalities
Historical 5-Year Averages and Targets

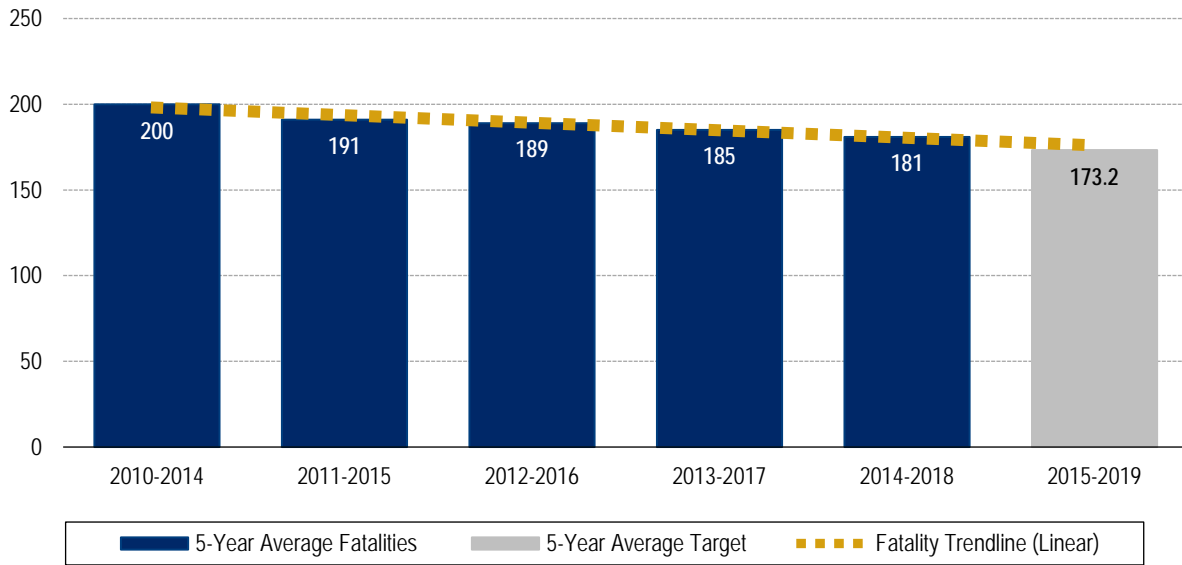
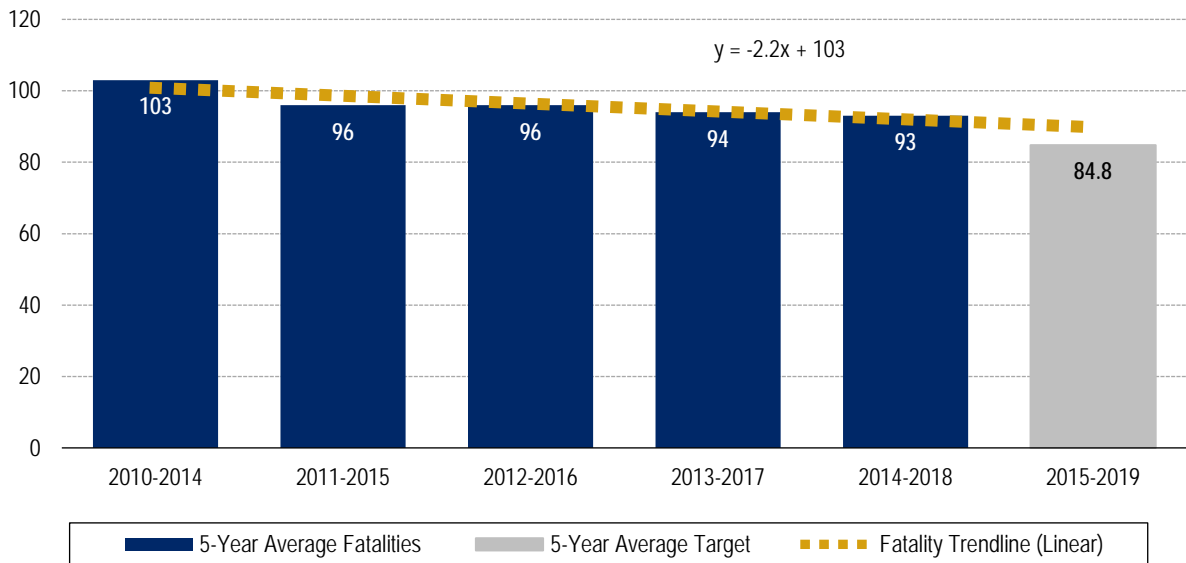


Figure 3.5 Unhelmeted Motorcycle Fatalities
Historical 5-Year Averages and Goals



Countermeasures (Programs and Projects) and Results

Motorcycle Rider Training

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

The [Pennsylvania Motorcycle Safety Program](#) (PAMSP) was established to teach riders of all skill levels the fundamentals needed to safely operate a motorcycle. The PAMSP was created from legislation in 1984 and began one year later. Now in its 34th year of training, the PAMSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner's permit.

Pennsylvania Motorcycle Safety Program Trainings

In 2018, Total Control Training, Inc. was selected by PennDOT to provide training services for the PAMSP. Pennsylvania offers 5 training courses free of charge at many sites across the State. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for more advanced riders to refresh and refine their skills. There are 4 levels of motorcycle training (Introduction to Riding, Beginner Riding Clinic, Intermediate Riding Clinic, and Advanced Rider Clinic) and a Three-Wheeled Basic Riding Clinic. The internationally acclaimed Advanced Riding Clinic (Total Control ARC®) curriculum is also used extensively by government agencies and the military to reduce crashes, injuries and fatalities.

Results:

- Enrolled 8,696 students in motorcycle training courses in 2018.

Motorcycle Safety Communications and Outreach

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

Motorcycle Safety Initiatives (M9MA-2019-01-18-00 Federal; M9MA-2019-01-19-00 Federal/M9MA-2019-01-18-00 State; M9MA-2019-01-19-00 State)

Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed drivers often 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 were produced and distributed. Paid media with a safety message was deployed during Motorcycle Safety month in May. PennDOT districts also displayed motorcycle safety messages on fixed and variable message boards.

Results:

- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle crashes.

Live Free Ride Alive (LFRA) Program

The LFRA program is designed to educate riders on the importance of being properly licensed, riding sober, use of all protective gear, and safe riding experiences. The grassroots effort of the program is PennDOT's Live Free Ride Alive booth, which will visit six motorcycle events over the summer months to talk to riders about the importance of getting licensed, getting trained, and don't speed or ride impaired. The booth offers riders a chance to register for training courses and view a video presentation on the various training courses offered through the Department's Motorcycle Safety Training Program. Additionally, LFRA posters, stickers, and other various materials will be distributed to dealerships, driver license centers, welcome centers and various tourism locations across the state.

The LFRA program also includes an extensive paid media component, which includes billboards and online promotion of the LFRA Facebook page, which also promotes these same safety messages and encourages motorcyclists to learn more about riding their motorcycle safely at www.livefreeridealive.com, the program's interactive website.

Results:

- Attended seven motorcycle rallies in calendar year 2018.

SUMMARY

Pennsylvania continues to maintain a robust and highly popular Motorcycle Training Program. The program has recently seen a decline in the number of riders trained because of fewer licensed motorcyclists and registered motorcycles contributing to less demand for the Basic Rider Course. We will continue to promote the training program while also looking at ways to improve it for riders. Special attention will be given towards promotion of the Advanced Rider courses. Additionally, the Pennsylvania Motorcycle Steering Committee will continue to work with the Highway Safety Office to increase peer-to-peer and dealership outreach efforts, enhance localized problem identification, and establish focus groups to aggressively approach this focus area. Impaired riding awareness will continue to be included in both training and outreach efforts.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years, with small decreases from 2016 to 2017.

Performance Targets

Figure 3.6 Pedestrian Fatalities
Historical 5-Year Averages and Goals

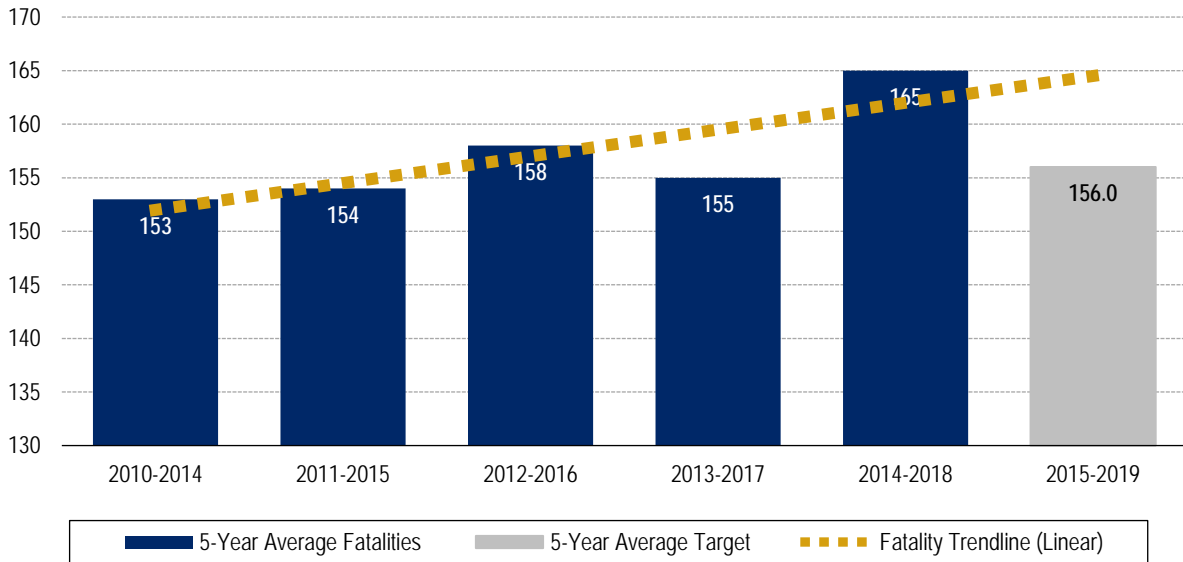
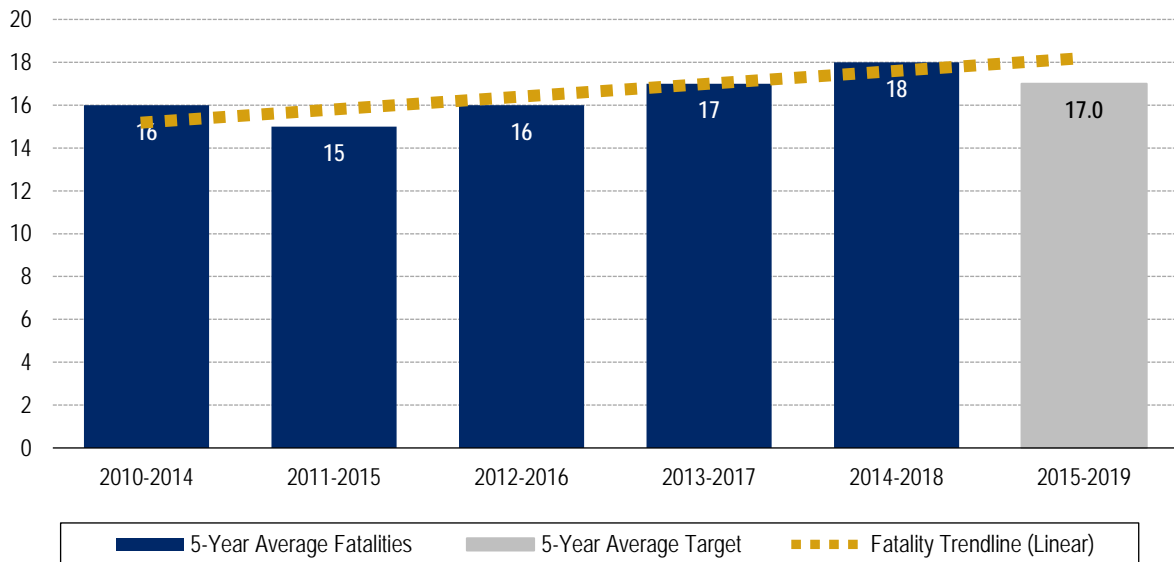


Figure 3.7 Bicyclist Fatalities
Historical 5-Year Averages and Goals



Countermeasures (Programs and Projects) and Results

High Visibility Pedestrian Enforcement

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.

Municipal Pedestrian Enforcement and Education Program (FHLE-2019-01-00-00 Federal)

These funds were dedicated towards supporting localized High-Visibility Enforcement operations and community outreach to promote safer walking and driving behaviors and to reinforce the message through law enforcement to increase compliance with appropriate laws by both pedestrians and drivers.

Results:

- PennDOT postponed the distribution of grants under this Planned Activity in FFY 2019 to merge them into the Police Traffic Services grants program, to align with the current effort to consolidate municipal police traffic safety enforcement opportunities into single agreements.

Communication Campaign (Ped/Bike)

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.

Bicycle Safety Outreach - Videos (FHPE-2019-01-00-00 Federal)

These funds were dedicated towards the development of videos focusing on bicycle safety law-related topics.

Results:

- Although planning initially began in FFY 2019, work was postponed until FFY 2020. The videos are on track to be completed by late spring of 2020.

Summary

Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2019 are likely to help curb the recent increases observed in fatality data. Maintaining a strong relationship with the new PennDOT Bike/Pedestrian Program Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

As new best practices and strategies are identified, reflecting the results of countermeasures in Pennsylvania and across the country, PennDOT will adapt its efforts to ensure the safest roadways possible for all users. In the interim, PennDOT will continue to actively promote pedestrian and bicycle safety through education, enforcement, and engineering activities. Additional focus will be placed towards training and support for recipients of pedestrian HVE funding under Police Traffic Services grant agreements.

TRAFFIC SAFETY INFORMATION SYSTEMS

Pennsylvania's traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The traffic safety information system is used to perform problem identification, establish goals, set 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 2 groups:

1. 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 uses the Crash Reporting System (CRS) to validate the information on the crash report by comparing it to a set of nearly 400 edits. FARS is responsible for all fatal crash reports and driver reports received. Similar analysis is done, but this information is also reported to the National Highway Traffic Safety Administration. Deep tracking of fatalities is also done throughout the year to ensure the most accurate data possible is created.
2. 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, maintaining, and the administration of the online Pennsylvania Crash Information Tool (PCIT).

Projects that will be implemented to improve the traffic safety information system are outlined in the Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and any new projects.

**Table 3.1 5-Year Average Annual Targets
Traffic Safety Information Systems**

	Completeness	Accuracy	Timeliness
2019 Target	0.7	0.4	9.1
2018 Target	0.65	0.23	10.0
2018 Actual	0.71	0.25	11.92

Countermeasures (Programs and Projects) and Results

Philadelphia TraCS Implementation (M3DA-2019-01-18-01 Federal/State; M3DA-2019-01-19-01 Federal/State)

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

Results:

- The City of Philadelphia nearly fully implemented the TraCS system during FFY 2019. Hardware installation and training are ongoing. Electronic reporting through TraCS was at approximately 95% by the end of FFY 2019.

Crash Reporting Law Enforcement Liaison (LEL) (M3DA-2019-01-18-02 Federal; M3DA-2019-01-19-02 Federal)

Without an effective traffic safety information 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 to guide programs related to enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the State. Enforcement agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized if we continue to allow the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, completeness, and eliminate the manual data

entry process. This project continues to provide the LEA community with a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT's Crash Information Systems and Analysis Unit, and approximately 1,200 municipal police agencies across the State. This grant period marks the end of the 10th year of the Crash Records (CR) project.

Results:

Philadelphia increased electronic reporting to approximately 95%, which increased overall state electronic submission to 99% by the end of FFY 2019.

Crash Architecture and Public/Partner Data Interface (M3DA-2019-01-18-03 Federal; M3DA-2019-01-18-03 Federal)

The Pennsylvania Crash Information Tool (PCIT) was deployed in 2015 and serves as a publicly accessible crash records database. PCIT currently provides access to a variety of reports featuring commonly requested highway safety categories. Reports may be filtered by year and customized by various traffic safety focus areas. The website also enables users to retrieve specific data in table or map format. The new mapping feature was implemented in April of 2017. New user access areas were added in FFY 2019, which allowed more direct contact to business partners. PennDOT staff has provided numerous trainings on navigating the PCIT webpage and encourages all users to promote the site amongst their agencies. Traffic to the webpage has increased every year since its creation.

Results:

- The Pennsylvania Crash Information Tool was updated during FFY 2019 to include business partner access for safety analysis work. The web address for PCIT is <https://crashinfo.penndot.gov>.

Summary

Projects that were implemented in FFY 2019 were outlined in the 2019 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system and crash records performance measures, as well as updates on ongoing projects. Pennsylvania's traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

The TRCC routinely solicits and reviews proposals for funding throughout the fiscal year, as liquidating traffic records funds is a common challenge among the States. PennDOT is currently working with the TRCC to encourage proposal development. PennDOT is also working with the TRCC to implement certain recommendations from the NHTSA Traffic Records Assessment as a way of improving the overall effectiveness of the TRCC.

COMMUNITY TRAFFIC SAFETY PROJECTS

The Pennsylvania Highway Safety Office funds a network of Community Traffic Safety Projects to serve as outreach to local communities across the Commonwealth. Pennsylvania is a large state with 67 counties and approaching 13 million citizens. Due to the size and local diversity of each community, it is necessary to maintain these projects that have expertise at the local level. Outreach methods with emphasis on different safety focus areas is successfully completed by the CTSP Coordinators who maintain extensive contact networks in their coverage area.

Pennsylvania's Highway Safety Office (HSO) implemented several changes to the Community Traffic Safety Project Program beginning in Federal Fiscal Year 2019. The first of these changes revolved around an update to the allocation formula. This new formula includes Class C Licensed Drivers along with Reportable Crashes. Each of these categories is weighted to limit the trend deviations in crash data and promote long-term planning. The second change implemented centered around Sponsoring Agency eligibility. CTSP proposals are now only accepted from county governments. This change enhances local support of the project being implemented in those communities. Additionally, each sponsoring agency is required to secure letters of support from counties in their coverage area that wish to participate in the CTSP Program. This step ensures that all counties in each CTSP's coverage area have an active voice in the implementation of the project.

Projects annually submit proposals to the Highway Safety Office for review and funding approval. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data, license, registration, and conviction data and other data from various sources. Data included in agreements identifies safety problems and supports the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Countermeasures (Programs and Projects) and Results

Educational and Outreach Programs

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs, targeted to all 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.

Community Traffic Safety Program (CP-2019-01-18-00 Federal; CP-2019-01-19-00 Federal)

The Community Traffic Safety Program involves 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).

Results:

- Implemented two-year grant agreements covering Federal Fiscal Years 2019 and 2020 to reduce administrative time of both CTSP and HSO staff.
- Strengthened the CTSP Program's allocation formula to ensure continued dedication to data-driven programming.
- Implemented additional requirements for eligibility to establish local support of both sponsoring and supporting agencies.
- Funded 17 Community Traffic Safety Projects to conduct behavioral traffic safety programming across the state.

GHSA Support Services (CP-2019-06-18-00 Federal; CP-2019-06-19-00 Federal)

The Pennsylvania Bureau of Maintenance and Operations (PennDOT) requested the assistance of the Governors Highway Safety Association (GHSA) Consulting Services Initiative (CSI) to conduct a communications audit to assess its current communications programs and practices to determine what tools are working well and where performance can be strengthened. In addition to the communications audit, CSI was requested to review the current structure and administration of the Law Enforcement Liaison (LEL) program to include identifying the liaisons' roles and responsibilities and their impact across the state.

Results:

- Both reviews were successfully completed, and the resulting internal reports are being used to inform future communications and LEL program-related planning efforts.

Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2019. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area and offers challenges to outreach projects that are not built for individual areas. We have recognized these challenges and work to provide CTSPs with the tools they need for their specific region.

COMMUNICATIONS AND MEDIA

PennDOT's central press office and regional 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 press office staff also helped by promoting national mobilizations, announcing the State’s third lowest fatality number, and by continuing to promote the State’s Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

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

The department has updated its yearlong Safety Communications Plan, which includes state, national, and industry safety initiatives, with suggested and required media activities. The plan includes PSAs, school messages, social media posts, templates for media announcements, and partnership ideas.

Paid media buys were purchased in support of the Saint Patrick’s Day Impaired Driving Campaign, Distracted Driving Awareness Month, National Click it or Ticket Enforcement Mobilization, and the 4th of July Impaired Driving Campaign. The overall approach supported the three safety objectives, while running each message in its own month to build overall safe driving awareness. Mixed media tactics were used to effectively capture key audiences, which included males aged 21 to 34 and minority groups, statewide. Departmental crash data was used in targeting the demographic.

Impaired Driving

PennDOT spent approximately \$385,000 in state funds to conduct impaired driving media campaigns in support of the Saint Patrick’s Day (March) and 4th of July (June) Impaired Driving Campaigns. The campaigns resulted in nearly 40 million impressions, over 84,000 clicks, and a 0.21% click through rate, which is above the typical benchmark of 0.08%. The Pennsylvania Association of Broadcasters delivered added value totaling \$113,530, while AMI Bar Advertising provided an additional \$35,489 in added value. All Over Media’s bar posters also have the potential for added value, but it cannot be accurately calculated.



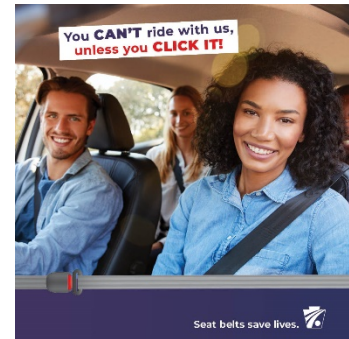
Distracted Driving

In April 2019, PennDOT spent \$226,686 in state funds to conduct a distracted driving media campaign aimed at reducing the number of these crashes while increasing statewide awareness of the consequences associated with distracted driving. The campaign, which coincided with Distracted Driving Awareness Month, yielded nearly 26 million impressions, almost 75,000 clicks, and a 0.28% click through rate, which is above the typical benchmark of 0.08%. The Pennsylvania Association of Broadcasters also delivered added value totaling \$136,600. All Over Media’s gas pump toppers also likely added value to the campaign, but it cannot be accurately calculated.



Click It or Ticket

During the month of May, PennDOT conducted a media campaign to help reduce the number of unrestrained crashes and increase the awareness of the consequences associated with not wearing a seat belt. The campaign, which spent \$378,186 in state funds in support of the National Click It or Ticket Enforcement Mobilization, yielded over 54 million impressions, nearly 136,000 clicks, and a 0.25% click through rate, which is above the typical benchmark of 0.08%. Additionally, the Pennsylvania Association of Broadcasters delivered added value totaling \$26,050. All Over Media's gas pump toppers also probably added value to the campaign, but it cannot be accurately calculated.



Purchased media included:

- All Over Media – bar posters to increase exposure to the DUI messaging at key times, such as when the audience might be under the influence and debating driving themselves home, and gas pump advertising which hits a captive audience for 2-3 minutes with each transaction to reinforce all other tactics in market.
- AMI Entertainment - capitalizes on in-bar advertising focusing around the Jukeboxes and mobile apps that interact with them. Media included custom content and quizzes to best interact with the bar crowd and drive the DUI messaging home.
- Choozle - an automated digital display buying platform using real-time-bidding that focuses on user behaviors and key dayparts. Media components included a variety of digital ads.
- Facebook and Instagram - platforms that are frequently used throughout the day with deep engagement and have the capability to target individuals strategically. Media components included both images and copy.
- Google Display Network - Broad reaching display network that significantly increases overall reach and frequency with real-time targeting and granular ability to quickly optimize.
- iHeart Radio - Terrestrial radio sponsorship around traffic and commuting. Sponsoring morning and evening traffic updates across all PA markets.
- Moasis - a mobile display partner that specializes in geo-fencing areas down to a granular level, capturing larger, but key areas to the DUI, distracted driving, and “Click It or Ticket” safety messages. Media components included a variety of digital ads.
- Pennsylvania Association of Broadcasters - facilitates turnkey remnant inventory across local broadcast properties helping to increase reach and frequency. Thirty second radio spots ran across 175+ stations with 85% of all spots running between 5:00 AM and 12:00 AM.
- PulsePoint - Story Content Network is a reach and frequency driver that populates content in native digital locations. This allows the advertising to be less intrusive yet, impactful. Media components included both images and copy.

- Snap Chat – platform frequently used among friends “documenting” their social lives, messaging will be timely and relevant to our target audience. Media components included image layout.
- Spotify - online radio that captures audiences throughout the day when they are listening to their preferred music during commutes, at work, in the car, and during downtime. Media included thirty second radio spots along with companion banners.

Countermeasures (Programs and Projects) and Results

Public Information and Education (CP-2019-03-18-00 Federal; CP-2019-03-19-00 Federal/State)

The Public Information and Education line is used for brochures and other free educational pieces to address safety focus areas and other safety issues. These publications are typically available for download and in some cases printed. Limited state funds were used to support these expenses in FFY 2019.

Summary

PennDOT is constantly evaluating the effectiveness of its media messages. Each year we try to diversify the reach of our messages by both expanding coverage areas and addressing different demographics. Taglines are adjusted and updated to remain relevant to current NHTSA suggestions. When deployed properly, our media messages should work seamlessly with coinciding enforcement waves to saturate a market with positive highway safety messages. It is hoped these messages act as a deterrent and ultimately result in a reduction of crashes and fatalities.

DRIVER EDUCATION AND BEHAVIOR

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

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

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

Educational and Outreach Programs

Novice Driver Statewide Program Support (DE-2019-02-18-00 Federal; DE-2019-02-19-00 Federal)

The execution of this project was delayed until the second half of FFY 2019 due to a late execution of the agreement and lack of personnel to carry out the tasks of the agreement. Although a coordinator was hired in the spring of 2019, the project is still in need of more part-time personnel to fulfill other duties under the agreement. The project is working toward an alternate implementation of some of those tasks. Understanding the limitations and that many of the tasks are in process, the following outcomes reflect the activity that occurred during the latter half of FFY19 with limited staff.

Results:

- Increased number of high schools implementing School-Wide Positive Behavioral Interventions and Supports (SWPBIS) and evidence-based Drivers' Education curriculum from 0 to 2.
- 8 observations to evaluate effectiveness of SWPBIS and evidence-based Drivers' Education curriculum in high schools have been conducted.
- 135 completed Driver Education Instructor surveys have been submitted for data analysis.
- An evidence-based Driver Education curriculum developed to target distracted driving and restraint use.
- Delivered project status update at PennDOT Fall Communications Workshop in October 2019.

Implementation of a Driver Improvement School (DE-2019-01-18-00 Federal; DE-2019-01-19-00 Federal)

This agreement has been executed to begin in FFY20. Outcomes will be reported in the FFY20 Annual Report.

EMERGENCY MEDICAL SERVICES

In 2001, NHTSA performed an assessment of the EMS system for the Pennsylvania Department of Health's Bureau of EMS. Since that assessment, enabling EMS legislation has significantly changed, introducing new levels of EMS care and providing for advancements in the EMS system. These changes, along with additional changes to the National EMS Information System (NEMSIS), have created new opportunities for enhancements to traffic records data linkages and safety improvements that will improve records data.

This assessment will be utilized to address the improvement of Traffic Records Data and provide appropriate education to safety programs.

NHTSA EMS Assessment (EM-2019-01-18-00 Federal; EM-2019-01-19-00 Federal)

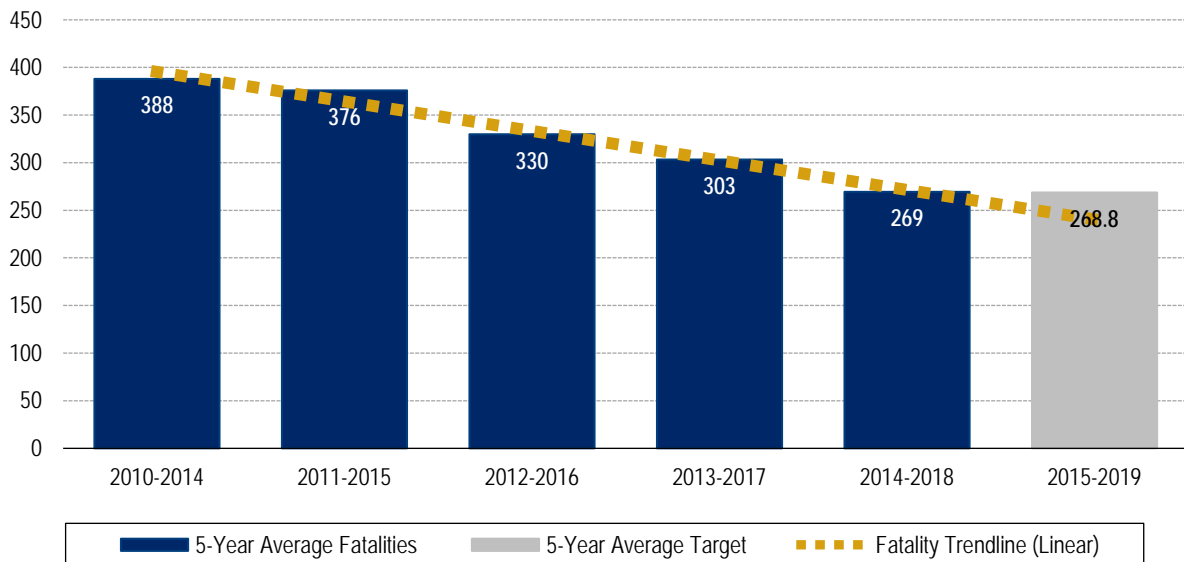
The Pennsylvania Department of Health's Bureau of EMS requested to postpone this effort until a future fiscal year.

IMPAIRED DRIVING

Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania.

Performance Target

Figure 3.8 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC
Historical 5-Year Averages and Goals



Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2019.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed approximately \$5 million dollars in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2019. Pennsylvania's data-driven High-Visibility Enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age/sex of drivers.

Pennsylvania State Police DUI Enforcement Program (M5HVE-2019-01-18-00 Federal; M5HVE-2019-01-19-00 Federal)

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts in enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations that have a high incidence of impaired driving crashes and arrests.

Utilizing grant funding from PennDOT, the PSP conducted more than 1,400 sobriety checkpoints and roving DUI patrols during FFY 2019. This enforcement contacted over 35,500 motorists resulting in nearly 1,500 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continued to receive standardized field sobriety testing certification during their academy training.

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUID crashes and arrests are most likely due to the large effort towards training law enforcement in DUID detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2019, 31 ARIDE courses were conducted in conjunction with the PA DUI Association, training hundreds of law enforcement officers. Pennsylvania now has thousands of officers



trained in ARIDE. The DRE program continued into its 16th year of operation and certified 34 new officers as DRE experts in FFY 2019, which brings the total number of DRE experts in Pennsylvania to nearly 200. During FFY 2019, DRE officers conducted approximately 2,400 evaluations, which resulted in opinions within the 7 drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers.

Results:

- Conducted more than 1,400 sobriety checkpoints and roving DUI patrols, contacting over 35,500 motorists resulting in nearly 1,500 arrests for impaired driving.
- 31 ARIDE courses were conducted in conjunction with the PA DUI Association, training hundreds of law enforcement officers.
- Certified 34 new officers as DRE experts, which brings the total number of DRE experts in Pennsylvania to nearly 200.
- DRE officers conducted approximately 2,400 evaluations.

Municipal DUI Enforcement Programs (M5HVE-2019-02-18-00 Federal; M5HVE-2019-02-19-00 Federal)

PennDOT offered 40 DUI enforcement grants and seven (7) police traffic services grants, which involved approximately 700 municipal police departments during FFY 2019. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the National Crackdown surrounding the Labor Day holiday but also include other DUI mobilizations highlighted on the NHTSA Communications Calendar. DUI law enforcement liaisons ensured participating police departments had access to the NHTSA Law Enforcement Action Kit through a password protected web site. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. This impaired driving enforcement resulted in more than 88,000 motorists contacted and over 1,100 arrests for impaired driving.

Results:

- More than 1,000 impaired driving enforcement operations resulted in approximately 88,000 motorists contacted and over 1,100 arrests for impaired driving.

DUI Courts (M5CS-2018-01-17-00 Federal; M5CS-2018-01-18-00 Federal)

During 2018 in Pennsylvania, there were more than 16,000 convictions for a second or subsequent DUI offense. The convictions accounted for nearly 60 percent of all DUI convictions in 2018. PennDOT provides counties with grants for DUI Court to address recidivism. While in DUI Court, 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. During FFY 2019, just one county applied for DUI Court grant funding from PennDOT. Studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates consistent with national studies.

Results:

- Funded one new DUI Court bringing the total number of DUI Courts operating in PA to 16.

DDAP/PennDOT DUI Intervention Project (AL-2019-01-18-00 Federal; AL-2019-01-19-00 Federal)

Near the conclusion of FFY 2018 and under this project, the Pennsylvania Department of Drug and Alcohol Programs (DDAP), in collaboration with the Pennsylvania Department of Transportation (PennDOT) conducted the first-ever study of how DUI cases are processed in the criminal justice and treatment systems in Pennsylvania. That project studied compliance with the requirements of Pennsylvania’s DUI statute that mandate pre-disposition screenings (the Court Reporting Network or CRN) and drug and alcohol assessments. The result of this effort was a statewide report containing a county by county summary of compliance and approaches for screening and assessment of every DUI offender through the county court systems. Because of this effort, the DUI Treatment Compliance Project Manager has developed an in-depth understanding of statewide and county-by-county processes, as well as a network of local contacts of people knowledgeable regarding local practices. In addition, numerous best practices and notable programs were identified. Activities under this project included conducting a study of Pennsylvania’s DUI courts with the intention of developing an implementation guide for counties starting DUI courts and examining county assessment and treatment services for sharing of best practices. This project concluded at the end of the third quarter in FFY 2019. The JOL project was heavily involved in this project and has taken on some of these tasks including the DUI Court study, an implementation manual for new DUI Courts, and a DUI bench book.

Results:

- Created statewide report containing a county by county summary of compliance and approaches for screening and assessment of every DUI offender through the county court systems.
- Developed an in-depth understanding of statewide and county-by-county processes, as well as a network of local contacts of people knowledgeable regarding local practices.
- Numerous best practices and notable programs were identified.

Institute for Law Enforcement Education (M5TR-2019-01-18-00/PT-2019-03-18-00 Federal; M5TR-2019-01-19-00/PT-2019-03-19-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded

the training through an MOU with the Institute of Law Enforcement Education at the Department of Education. Well over 4,000 law enforcement officers received some type of highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing during FFY 2019.

Results:

- More than 4,000 law enforcement officers received highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing.

Traffic Safety Resource Prosecutor (TSRP) (M5TR-2019-02-18-00 Federal; M5TR-2019-02-19-00 Federal)

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The TSRP provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. More than 500 instances of technical assistance were provided by the TSRP during FFY 2019. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly “Cops in Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which uses a simulated impaired driving case and follows each step from arrest to prosecution.

Results:

- Funded 1 full-time Traffic Safety Resource Prosecutor (TSRP).
- TSRP provided more than 500 instances of technical assistance ranging from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors.

Judicial Outreach Liaison (JOL) (M5TR-2019-03-18-00 Federal; M5TR-2019-03-19-00 Federal)

Since implementing a state-sanctioned Judicial Outreach Liaison with funding from NHTSA Headquarters, the JOL program has substantially evolved and continues serving as a liaison between the judiciary and the rest of the highway safety community. Activities conducted by the JOL included hours dedicated to the CRN revision project, the DDAP county assessment project, DUI court promotion and support, and participation in meetings with the highway safety office. In addition, the JOL presented material to certain stakeholder groups. These groups included the statewide DUI task force, the DUI oversight committee, the state legislative commissions and task force, as well as national groups such as the National Center for DWI Courts. The JOL has also dedicated hours towards the DUI intervention project where his experience and expertise has been used to examine each county’s DUI program and how DUI offenders are assessed for treatment purposes. The JOL

project continued activity on the DUI Court study, the implementation manual for new DUI Courts, and the DUI bench book during FFY 2019.

Results:

- Funded 1 Judicial Outreach Liaison.

DUI Law Enforcement Liaisons (LEL) (M5TR-2019-04-18-00 Federal; M5TR-2019-04-19-00 Federal)

Two Law Enforcement Liaisons (LEL) dedicated to impaired driving support were also funded under a grant with the Pennsylvania DUI Association. These positions are funded under the NHTSA grant program using §405(d) funding. During FFY 2019, the LELs served as a technical resource for the 40 DUI enforcement grantees and seven (7) police traffic service grants statewide. More than 700 municipal police departments and the state police receive funding under the grant program and the LELs serve as a technical resource for each one of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

Results:

- Funded two Law Enforcement Liaisons (LEL).
- LELs served as a technical resource for the 40 DUI enforcement grantees and seven police traffic service grants statewide.

Pennsylvania DUI Association Technical Services Program (M5TR-2019-05-18-00 State; M5TR-2019-05-19-00 State)

In accordance with 75 Pa.C.S. §1549(b) and 6103, and 67 Pa. Code §94, PennDOT is tasked with training and certification of Alcohol Highway Safety School Instructors and Court Reporting Network Evaluators. These programs are organized at the county level in Pennsylvania and each program has a county DUI coordinator. Every DUI offender convicted or offered an Accelerated Rehabilitative Disposition (ARD) in lieu of a conviction is required to be evaluated for a substance abuse problem and to attend a 12.5-hour alcohol highway safety class. PennDOT contracts with the Pennsylvania DUI Association who delivers these tasks. Other activities under this contract include trainings and workshops in an effort to keep the coordinators, instructors, and evaluators abreast of the latest trends and techniques in processing DUI offenders. State funds were utilized to deliver these tasks.

Results:

- Certified 205 Alcohol Highway Safety School Instructors and 252 Court Reporting Network Evaluators.

Ignition Interlock (M5II-2019-01-18-00 State; M5II-2019-01-19-00 State)

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. The newly enacted Pennsylvania law makes the ignition interlock requirement mandatory for first-time DUI offenders with high blood alcohol levels and for individuals who

refuse chemical testing. Interlock devices prohibit a vehicle from being operated by a drinking driver with a Breath Alcohol Content higher than 0.025. During FFY 2019, there were over 10,000 Pennsylvania residents with an installed ignition interlock device. In FFY 2019, well over 78,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor also conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures. State funds were utilized to deliver these tasks.

Results:

- Conducted 342 site visits to ignition interlock installation service centers to audit for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures.
- More than 78,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

Summary

The comprehensive DUI laws in Pennsylvania coupled with a high-visibility enforcement program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the reducing impaired (DUI) driving safety focus area. Other programs adding to the reduction are specialized police training, highway safety liaison projects (law enforcement, prosecution, and adjudication), DUI court support, advances in DUID training, as well as other educational and comprehensive outreach projects. Even as we see overall fatality numbers continue to decline, approximately 1 out of every 3 highway deaths continue to be due to impaired driving. If we are to achieve our overarching fatality reduction goals, Pennsylvania must continue a high-visibility enforcement program to reduce impaired (DUI) driving.

Enforcement grantees in Pennsylvania conducted sobriety checkpoints and roving patrols following the HVE model with nearly 90% of the committed enforcement funds liquidated during FFY 2019. Even though the Commonwealth experienced a slight decrease in DUI arrests from calendar year 2017 to 2018 it can be reasonably argued the projects were successful towards influencing the recent reductions in crash data. Law enforcement officers in Pennsylvania will need to continue to be aware of and trained in detection and testing of drug impaired drivers so the Commonwealth can maintain reductions in impaired driving.

PLANNING AND ADMINISTRATION

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.

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.

Countermeasures (Programs and Projects) and Results

Planning and Administration (PA-2019-01-18-00 Federal; PA-2019-01-19-00 Federal / PA-2019-01-00-00 State)

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

PA Highway Safety Office Program Management (CP-2019-01-18-00 Federal; CP-2019-01-19-00 Federal / CP-2019-01-00-00 State)

The Program Services Unit is responsible for planning and implementing Pennsylvania's Highway Safety Program. The objectives of this project cannot be measured in quantifiable terms related to other projects which can reflect a measure of accomplishment; however, the objectives of this project do provide for administrative support functions as part of standard State Highway Safety Office program management in accordance with 23 CFR § 1300.4.

Grant Program Training Needs (CP-2019-04-18-00 Federal; CP-2019-04-19-00 Federal)

The Program Services Unit established this project to address training needs necessary to support the objectives of the Highway Safety Plan which are not otherwise included in established projects. This project is in direct support of these programs and activities. This project also provides funding for trainings needs for the PennDOT District Safety Press Officers.

Result: Conducted the Fall Communications Workshop for PennDOT and Community Traffic Safety Project outreach coordinators November 6-9, 2018.

Result: The Conducted the Pennsylvania Traffic Safety Conference for grantees and other traffic safety stakeholders April 8-12, 2019.

4. Program Funding

FUNDING OVERVIEW

Section 402 Program (State and Community Highway Safety Grant Program)

Section 402 funding supports state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems.

BOMO awarded 36 grants in FFY 2019 totaling \$11,819,595.76 under this program.

\$9,974,915.16 of committed §402 funds (84 percent) has been spent during the fiscal year, including \$5,675,625.29 share to local (57 percent).

Section 405b Program (Occupant Protection Incentive Grants)

Section 405b funding provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs.

BOMO awarded 1 grant in FFY 2019 totaling \$1,403,643.68 under this program.

\$1,403,643.68 of committed §405b funds (100 percent) has been spent during the fiscal year.

Section 405c Program (State Traffic Safety Information System Improvement Grants)

Section 405c provides incentive grants to encourage states to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users.

BOMO awarded 3 grants in FFY 2019 totaling \$1,627,769.79 under this program.

\$1,466,760.97 of committed §405c funds (90 percent) has been spent during the fiscal year.

Section 405d Program (Alcohol-Impaired Driving Countermeasures)

Section 405d provides incentive grants to states to implement programs that reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs.

BOMO awarded 49 grants in FFY 2019 totaling \$6,315,342.71 under this program.

\$5,280,560.14 of committed §405d funds (84 percent) have been spent during the fiscal year.

Section 405f Program (Motorcyclist Safety Programs)

Section 405f provides incentive grants to states for motorcyclist safety training and motorcyclist awareness programs.

BOMO awarded 1 grant in FFY 2019 totaling \$245,000.00 under this program.

\$68,837.36 (28 percent) of committed \$405f funds have been spent during the fiscal year.

Section 405h Program (Nonmotorized Safety Programs)

Section 405h provides incentive grants to states for nonmotorized safety programs.

BOMO awarded 0 grants in FFY 2019 totaling \$0.00 under this program.

HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 Federal Fiscal Year 2019 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2019-01-00-00	20.600	Planning and Administration	325,000.00	276,035.65
OP-2019-01-00-00	20.600	PA State Police – Task 2 (CPS)	453,356.32	143,950.29
OP-2019-02-00-00	20.600	Municipal OP Enf. & Edu.	1,842,410.76	1,758,177.29
PT-2019-01-00-00	20.600	PA State Police – Tasks 3 & 5	2,125,000.00	1,967,802.77
PT-2019-02-00-00	20.600	Municipal Aggressive Driving Enforcement and Education Program	1,684,277.09	1,638,374.04
PT-2019-03-00-00	20.600	Dept. of Ed Institute for Law Enforcement Training (402)	382,000.00	360,497.49
PT-2019-04-00-01	20.600	Police Traffic Services-Bucks	182,001.50	120,364.31
PT-2019-04-00-02	20.600	Police Traffic Services-Chester	190,232.68	166,385.00
PT-2019-04-00-03	20.600	Police Traffic Services-Lehigh	89,627.06	54,502.24
PT-2019-04-00-04	20.600	Police Traffic Services-Warren	5,376.98	4,992.65
PT-2019-04-00-05	20.600	Police Traffic Services-Towanda Boro	5,795.67	2,148.45
PT-2019-04-00-06	20.600	Police Traffic Services-Old Lycoming	70,234.00	66,889.31
PT-2019-04-00-07	20.600	Police Traffic Services-Pittsburgh	175,762.15	127,816.51
CP-2019-01-00-01	20.600	CTSP-G-2019-Delaware-00001	95,035.46	80,293.15
CP-2019-01-00-02	20.600	CTSP-G-2019-Carbon-00002	241,876.50	206,089.16
CP-2019-01-00-03	20.600	CTSP-G-2019-Allegheny-00003	153,273.07	112,424.31
CP-2019-01-00-04	20.600	CTSP-G-2019-Bucks-00004	121,644.81	67,668.84
CP-2019-01-00-05	20.600	CTSP-G-2019-Cambria-00005	93,050.70	89,523.61
CP-2019-01-00-06	20.600	CTSP-G-2019-Centre-00006	81,208.63	69,666.60
CP-2019-01-00-07	20.600	CTSP-G-2019-Chester-00007	103,610.50	103,272.30
CP-2019-01-00-08	20.600	CTSP-G-2019-Cumberland-00008	150,695.00	148,369.95
CP-2019-01-00-09	20.600	CTSP-G-2019-Erie-00009	116,147.83	115,002.44
CP-2019-01-00-10	20.600	CTSP-G-2019-Lackawanna-00010	57,510.19	57,040.18
CP-2019-01-00-11	20.600	CTSP-G-2019-Washington-00011	154,511.14	133,640.78
CP-2019-01-00-12	20.600	CTSP-G-2019-Luzerne-00012	92,034.86	90,344.53

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2019-01-00-13	20.600	CTSP-G-2019-Montgomery-00013	76,969.00	57,371.78
CP-2019-01-00-14	20.600	CTSP-G-2019-Northumberland-00014	94,822.03	81,192.22
CP-2019-01-00-15	20.600	CTSP-G-2019-York-00015	286,628.62	258,681.94
CP-2019-02-00-00	20.600	Child Passenger Safety Coordination	963,974.50	963,974.50
CP-2019-04-00-00	20.600	PennDOT-BOMO-Grant Program Training Needs	50,000.00	25,044.87
AL-2019-01-00-00	20.600	DDAP – Reducing DUI Recidivism	200,000.00	60,559.82
CP-2019-01-00-00	20.600	CPS Conference + Bethlehem CTSP (PA DOH)	93,728.71	65,393.70
CP-2019-03-00-00	20.600	Public Information and Education	300,000.00	-
CP-2019-05-00-00	20.600	PA Highway Safety Office Program Management	450,000.00	310,779.46
CP-2019-06-00-00	20.600	GHSA Annual Meeting/CSI	66,800.00	57,354.67
DE-2019-02-00-00	20.600	Novice Driver Statewide Program Support	245,000.00	133,290.35
Subtotal CFDA #20.600 (\$402)			11,819,969.48	9,974,915.16
M2HVE-2019-01-00-00	20.616	PA State Police Occupant Protection Enforcement and Education Program	1,403,643.68	1,403,638.70
Subtotal CFDA #20.616 (\$405b)			1,403,643.68	1,403,638.70
M3DA-2019-01-00-01	20.616	M3DA-2019-01-00-01 (Crash Reporting Law Enforcement Liaison)	1,045,000.00	924,029.93
M3DA-2019-01-00-02	20.616	M3DA-2019-01-00-02 (Crash Arch & Public/Partner Data Interface)	540,000.00	509,055.29
M3DA-2019-01-00-04	20.616	M3DA-2019-01-00-04 (Traffic Records Integration Plan)	42,769.79	33,675.75
Subtotal CFDA #20.616 (\$405c)			1,627,769.79	1,466,760.97
M5CS-2019-01-00-01	20.616	HSGP-G-2018-Washington County-00001	74,331.71	74,331.67
M5HVE-2019-01-00-00	20.616	PA State Police-\$405d Impaired Driving Program	2,240,000.00	1,938,147.64
M5HVE-2019-02-00-32	20.616	IDP-G-2019-Abington-00032	60,000.00	55,192.84
M5HVE-2019-02-00-31	20.616	IDP-G-2019-Baldwin-00031	56,505.00	43,068.71
M5HVE-2019-02-00-05	20.616	IDP-G-2019-Bethlehem City-00005	39,998.50	33,640.15
M5HVE-2019-02-00-23	20.616	IDP-G-2019-Bethlehem Township-00023	27,956.20	11,554.39
M5HVE-2019-02-00-06	20.616	IDP-G-2019-Blair-00006	40,000.00	28,401.66
M5HVE-2019-02-00-25	20.616	IDP-G-2019-Butler-00025	25,000.00	15,662.38
M5HVE-2019-02-00-07	20.616	IDP-G-2019-Cambria-00007	34,925.00	33,366.24
M5HVE-2019-02-00-10	20.616	IDP-G-2019-Cambridge Springs-00010	20,000.00	18,614.91
M5HVE-2019-02-00-22	20.616	IDP-G-2019-Cumberland-00022	56,365.00	32,305.41
M5HVE-2019-02-00-27	20.616	IDP-G-2019-Dauphin-00027	52,000.50	35,396.61
M5HVE-2019-02-00-19	20.616	IDP-G-2019-Erie-00019	35,030.00	29,563.44
M5HVE-2019-02-00-03	20.616	IDP-G-2019-Ferguson-00003	40,000.00	36,828.07
M5HVE-2019-02-00-37	20.616	IDP-G-2019-Hatfield-00037	34,990.00	24,892.52
M5HVE-2019-02-00-18	20.616	IDP-G-2019-Haverford-00018	44,995.00	29,824.48
M5HVE-2019-02-00-14	20.616	IDP-G-2019-Hermitage-00014	30,000.00	26,410.14

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2019-02-00-28	20.616	IDP-G-2019-Hopewell-00028	25,038.41	9,601.77
M5HVE-2019-02-00-09	20.616	IDP-G-2019-Indiana Co-00009	10,000.00	9,050.09
M5HVE-2019-02-00-29	20.616	IDP-G-2019-Kiski-00029	30,000.00	16,977.07
M5HVE-2019-02-00-16	20.616	IDP-G-2019-Lackawanna-00016	60,000.00	45,831.39
M5HVE-2019-02-00-04	20.616	IDP-G-2019-Latrobe-00004	39,921.50	33,129.92
M5HVE-2019-02-00-11	20.616	IDP-G-2019-Lebanon-00011	19,250.00	9,688.69
M5HVE-2019-02-00-39	20.616	IDP-G-2019-Lower Burrell-00039	45,918.00	2,788.16
M5HVE-2019-02-00-26	20.616	IDP-G-2019-Lower Merion-00026	24,986.50	24,346.23
M5HVE-2019-02-00-01	20.616	IDP-G-2019-Lower Saucon-00001	19,992.00	18,326.76
M5HVE-2019-02-00-17	20.616	IDP-G-2019-Luzerne-00017	80,000.00	61,633.97
M5HVE-2019-02-00-12	20.616	IDP-G-2019-Mifflin-00012	9,945.55	7,212.02
M5HVE-2019-02-00-35	20.616	IDP-G-2019-Montgomery Twp-00035	50,000.00	43,159.62
M5HVE-2019-02-00-21	20.616	IDP-G-2019-Moon Twp-00021	60,350.00	50,496.44
M5HVE-2019-02-00-24	20.616	IDP-G-2019-Mt. Lebanon-00024	44,996.50	44,175.68
M5HVE-2019-02-00-34	20.616	IDP-G-2019-North Strabane-00034	25,000.00	19,726.33
M5HVE-2019-02-00-13	20.616	IDP-G-2019-Northumberland-00013	300,000.00	250,117.65
M5HVE-2019-02-00-36	20.616	IDP-G-2019-Plum-00036	50,740.00	47,580.85
M5HVE-2019-02-00-33	20.616	IDP-G-2019-Pottstown-00033	49,942.00	42,930.61
M5HVE-2019-02-00-15	20.616	IDP-G-2019-South Whitehall-00015	80,500.00	58,841.16
M5HVE-2019-02-00-40	20.616	IDP-G-2019-Upper Darby-00040	41,450.00	26,153.20
M5HVE-2019-02-00-02	20.616	IDP-G-2019-Venango-00002	10,000.00	5,645.93
M5HVE-2019-02-00-20	20.616	IDP-G-2019-Washington Township-00020	20,500.00	13,051.12
M5HVE-2019-02-00-30	20.616	IDP-G-2019-West Deer Twp-00030	52,670.92	37,382.00
M5HVE-2019-02-00-38	20.616	IDP-G-2019-West Norriton-00038	25,000.00	9,245.38
M5HVE-2019-02-00-08	20.616	IDP-G-2019-York-00008	299,992.55	248,048.08
M5HVE-2019-02-00-41	20.616	PTS-G-2019-Bucks-00001	70,454.00	59,565.95
M5HVE-2019-02-00-42	20.616	PTS-G-2019-Warren-00004	15,307.35	15,307.35
M5HVE-2019-02-00-43	20.616	PTS-G-2019-Towanda Boro-00005	15,446.64	5,156.97
M5TR-2019-01-00-00	20.616	Dept. of Ed Institute for Law Enforcement Education (405d)	603,750.00	564,788.16
M5TR-2019-02-00-00	20.616	Pennsylvania DUI Association-DUI LELs	967,199.00	834,738.68
M5TR-2019-03-00-00	20.616	PA District Attorneys Institute-Traffic Safety Resource Prosecutor	200,000.00	152,082.12
M5TR-2019-04-00-00	20.616	Judicial Outreach Liaison	54,894.88	46,579.53
Subtotal CFDA #20.616 (\$405d)			6,315,342.71	5,280,560.14
M9MA-2019-01-00-00	20.616	PennDOT-BDL-Motorcycle Safety Initiatives	245,000.00	68,837.36
Subtotal CFDA #20.616 (\$405f)			245,000.00	68,837.36

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
Total NHTSA			21,411,351.94	18,194,712.33