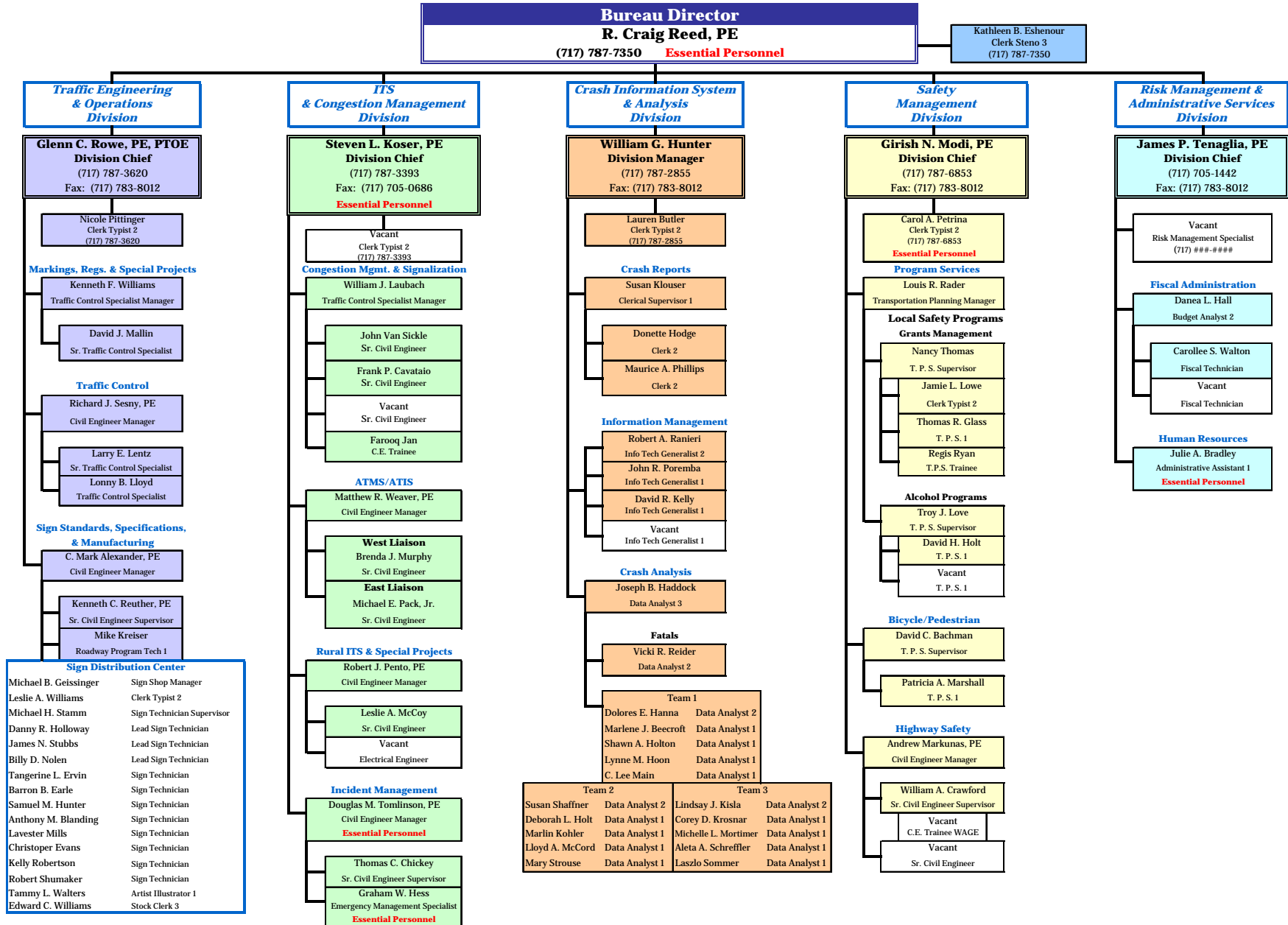


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Bureau of Highway Safety & Traffic Engineering Organization Chart



Personnel Changes

Transportation Planning Manager (TPM)

Mr. Louis Rader was promoted to the TPM of the Program Services Section, Safety Management Division, effective July 2005.

Transportation Planning Specialist Supervisor (TPSS)

Ms. Nancy Thomas was hired as the TPSS of Local Safety Programs/Grants Management of the Program Services Section, Safety Management Division, effective August 2005.

Transportation Planning Specialist Supervisor (TPSS)

Mr. Troy Love was selected as the TPSS of the Alcohol Highway Safety Program of the Program Services Section, Safety Management Division, effective September 2005.

Impaired Driving

DUI Enforcement

The Department continues to create and sustain an aggressive DUI enforcement posture throughout Pennsylvania. During FY 2005, forty-eight (48) DUI enforcement projects as well as the State Police were actively engaged in conducting sobriety checkpoints, roving patrols, mobile awareness patrols and cops in shops, targeting the most problematic roadways throughout Pennsylvania. Mobile awareness patrols are a low manpower, and economical event characterized by one or two officers setting up limits checkpoint equipment for a brief period of time on several high visibility locations to create a perception of an impending checkpoint operation and/or to create enhanced awareness among the motoring public. Tables 1 and 2 provide a monthly summary of events as well as results.

Table 1 Sobriety Checkpoint and Roving Patrol Enforcement Data (State and Local Police) **FY 2005**

Month	Operations	Motorists Contacted	Motorists Detained for Testing	DUI Arrests	Underage Drinking Arrests	Other Arrests and Citations	Warnings
October	85	14,040	542	150	81	1,141	727
November	133	12,229	900	224	59	2,038	1,555
December	169	5,230	604	212	70	2,075	1,236
January	25	707	105	21	10	274	193
February	32	1,173	174	56	11	491	491
March	60	5,171	474	153	56	952	1,029
April	43	5,546	291	74	72	664	438
May	90	15,728	783	229	73	1,856	1,208
June	81	13,217	590	162	62	1,401	1,187
July	211	30,377	1,180	351	95	2,620	1,675
August	88	24,302	616	185	47	1,109	814
September	93	19,945	1,138	149	66	981	887
Totals	1,110	147,665	7,397	1,966	702	15,602	11,440

Cops in Shops

The partnership between PennDOT, the Pennsylvania Liquor Control Board (PLCB), the Pennsylvania State Police Bureau of Liquor Control Enforcement, and the municipal police continued to provide a deterrent to underage drivers obtaining alcohol. (Table 2) This effort is enhanced by the availability of training and awareness efforts of the LCB through their “Responsible Alcohol Management Program” (RAMP). PennDOT initiated this program several years ago, and the LCB sustained and expanded its use. It has become a valuable supplement to each of our efforts to educate and partner with licensed beverage establishments in our attempt to approach the DUI and underage drinking problem with various tools on a variety of fronts.

Table 2 Cops in Shops Operations (Local Police) FY 2005

Month	Operations	IDs Checked	False IDs Recovered	UAD Arrests	DUI Arrests	Furnishing to Minors	Disorderly Conduct	Open Container	Other Arrests/Cit
October	6	1,103	5	11	0	0	5	0	21
November	12	538	2	41	0	3	8	4	17
December	12	182	13	41	1	5	0	2	7
January	3	229	0	0	0	1	0	0	1
February	3	83	0	29	0	4	0	0	0
March	11	239	0	35	1	5	11	0	25
April	9	245	5	9	1	6	4	8	24
May	8	1,474	0	14	0	7	6	2	24
June	6	193	0	11	0	7	5	0	11
July	14	322	0	26	1	11	9	1	35
August	7	120	0	4	0	5	9	5	13
September	9	72	0	3	0	3	3	2	6
Totals	100	4,800	25	224	4	57	60	24	184

Ignition Interlock (State Funds)

On September 29, 2003 Act 24 was signed into law in Pennsylvania. While this new law affects other sections pertaining to impaired driving, it contains provisions that strengthen the original ignition interlock law signed June 22, 2000. This new law makes ignition interlock mandatory for all second and subsequent offenders. The license of an offender who does not complete the ignition interlock program will remain suspended indefinitely. It also creates a new offense for driving without an ignition interlock system with alcohol in a person's body and strengthens the law regarding tampering with or bypassing an ignition interlock device. It states that the Department may require a person who commits a second or subsequent DUI violation after September 30, 2003 to install an ignition interlock even if the court fails to order device installation. It also requires all repeat offenders to hold an ignition interlock license for one year before they are eligible for a regular license. An individual can no longer choose to serve the second year as a hard suspension as was the case under the original legislation. If a suspension occurs while on an ignition interlock licensed, the license will be recalled. Prior to issuance of an unrestricted license, the balance of the time on the ignition interlock license must be completed. An offender with ignition interlock may drive a vehicle without ignition interlock for employment purposes under certain conditions. Another new offense is for operating a vehicle without an ignition interlock with a BAC greater than .02% or a controlled substance.

The Department developed specifications and disseminated them in 2001 for device performance and offender monitoring to ensure an efficient and effective program within the Commonwealth. Seven ignition interlock manufacturers have had their devices approved for use in Pennsylvania. In FY 2005, revised specifications were released that now include device bench testing by the Department based on customer feedback. The Department contracted with the Institute for Law Enforcement Education to conduct testing in addition to the independent lab testing requirement. Two manufacturers' devices were selected for testing.

Manufacturers of currently approved devices were given until August 12, 2005 to recertify their devices and apply for device approval. Two manufacturers submitted new model devices for approval. They were instructed to stop installing their old model devices upon publication of the approved devices in the Pennsylvania Bulletin. All previously approved devices met the deadline and were approved.

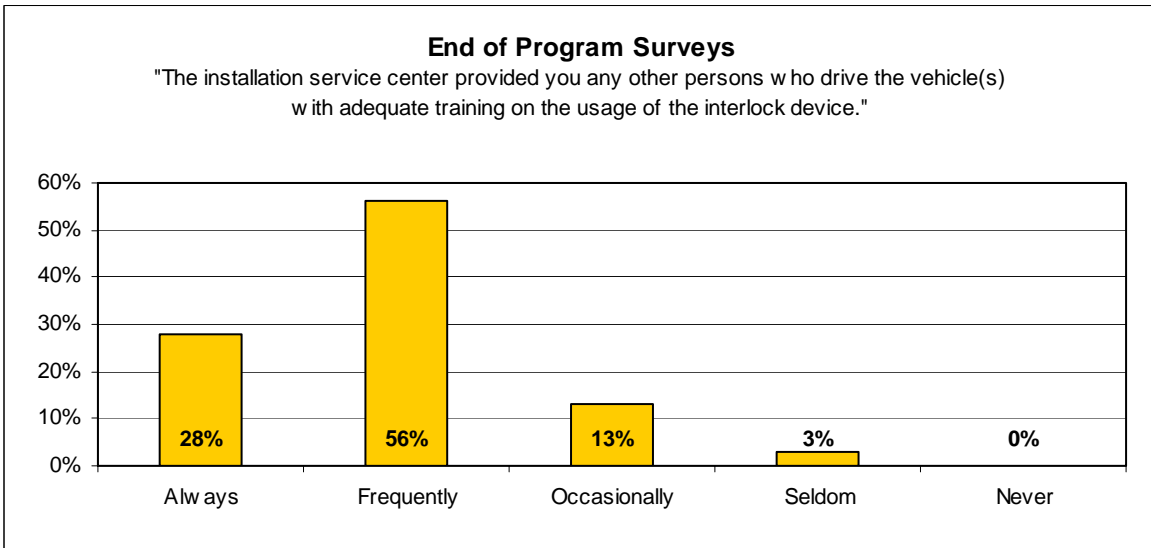
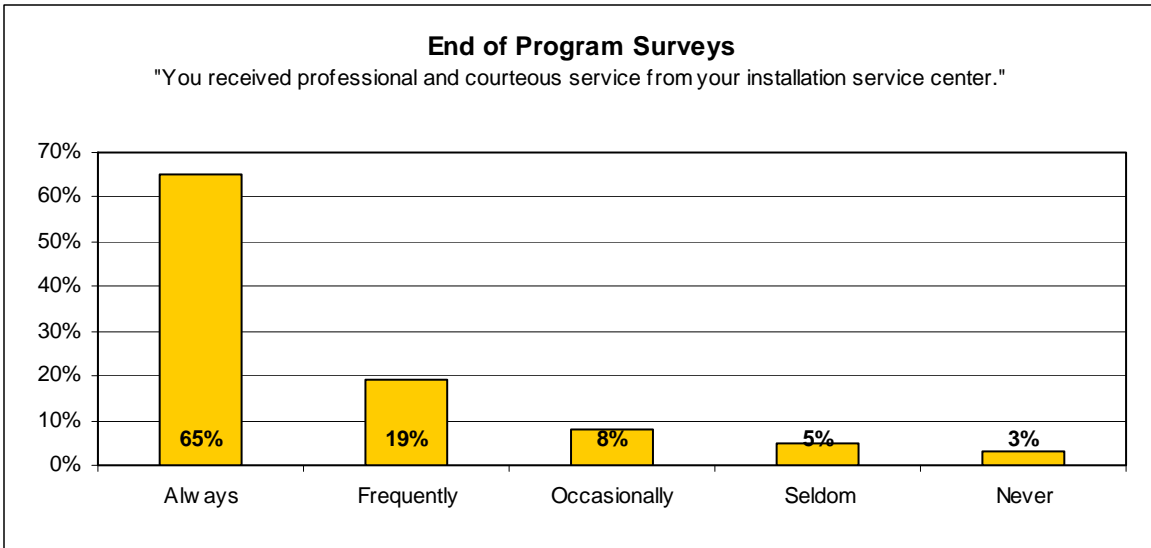
In January 2002 the Department awarded a contract for the purpose of overseeing the quality assurance aspect of ignition interlock in Pennsylvania. Through this contract the Department has developed an installation service center check list for use in the field while designated personnel conduct site visits. The seven approved manufacturers have a combined total of 106 installation service centers located throughout the Commonwealth. Seventy-eight on-site quality assurance inspections of ignition interlock installation service centers servicing Pennsylvania were conducted from October 1, 2004 to September 30, 2005.

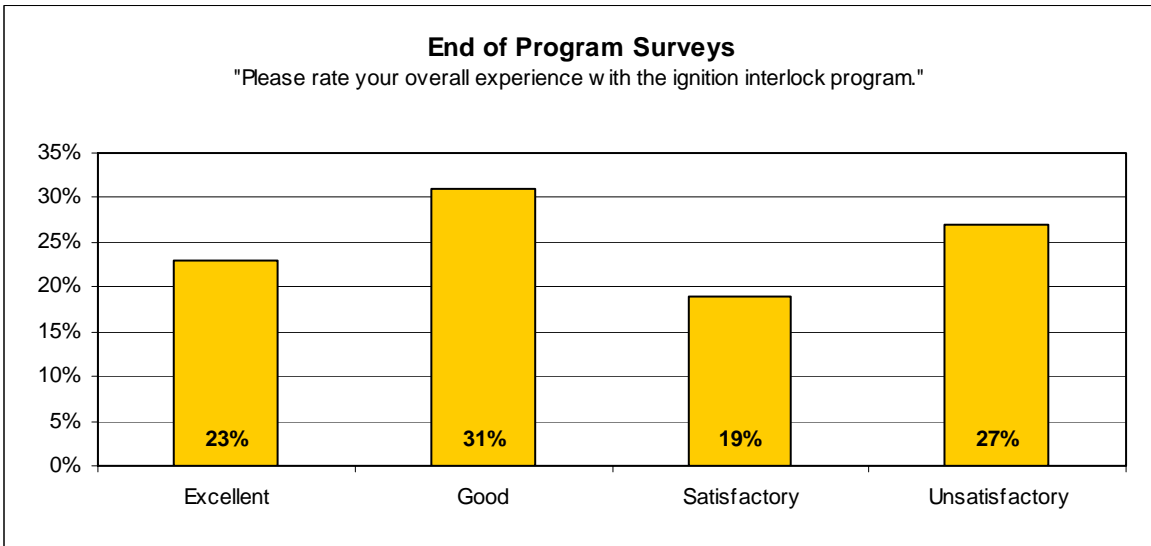
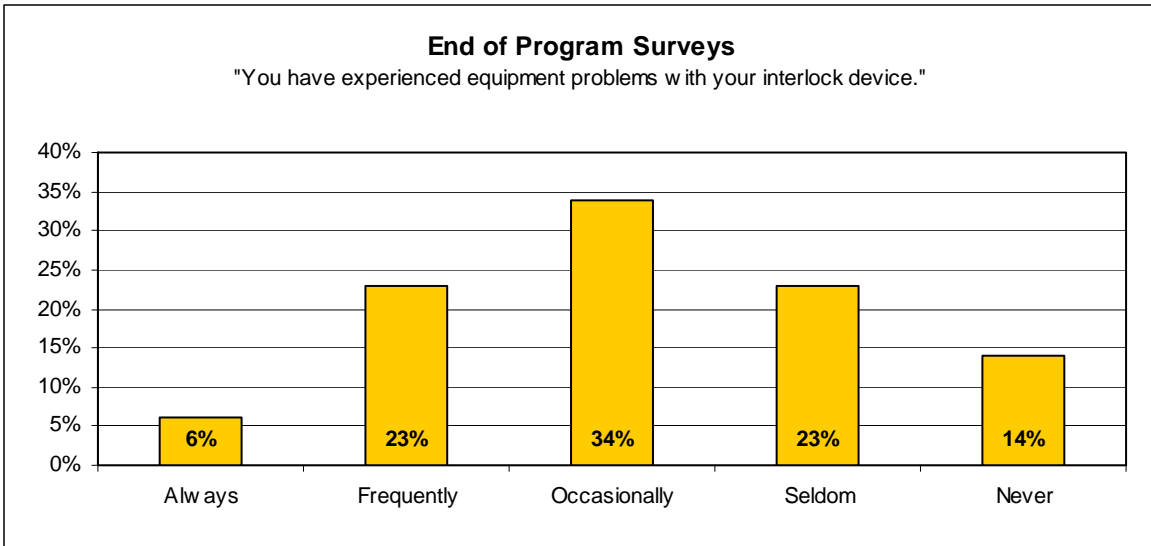
On December 3, 2004 the Department hosted an Ignition Interlock Manufacture/Service Provider meeting to provide an overview of the revised specifications. This meeting also involved reviewing both the service centers personnel and quality assurance technicians. Twenty-seven attendees heard a presentation on year-end statistics and quality assurance in-vehicle testing program.

The Department facilitates ignition interlock presentations to professional audiences who will be working closely with the population of offenders. These presentations are designed to introduce the program, explain frequently asked questions, provide program updates and offer assistance when necessary. The following presentations have been delivered:

10/15/04:	Northwest PA Law Enforcement Training - Edinboro
11/08/04:	East Conamaugh Township Law Enforcement – East Conamaugh
11/15/04:	York County Public Defenders Training – York
12/10/04:	Transportation Engineering and Safety Conference – State College
12/14/04:	Lancaster County DUI Conference – Willow Valley
12/20/04:	Philadelphia Police Department Training – Philadelphia

Ignition interlock clients contact the Department for assistance in cases where they are having difficulty with their devices or service provider. The Department has developed a procedure for problem resolution between service providers and interlock customers. An end-of-program customer feed back survey was developed for distribution in 2003. The survey takes into account all aspects of Pennsylvania's program from the application process through to program completion. Twenty-three hundred sixteen (2,316) surveys were mailed to participants; two-hundred and sixty-nine (269) were returned representing an 11.7% response rate. The following charts summarize responses to individual questions:





A summary of the statistics for the ignition interlock program in Pennsylvania from October 1, 2004 to September 30, 2005 follows:

- Offenders drove over 37 million sober miles
- Performed over 4 million breath tests
- Failed 27,000 tests with BrAC's ranging from 0.025 to 0.08 percent
- Failed 1,642 tests with BrAC's ranging from 0.08 to 0.099 percent
- Failed 1,673 tests with BrAC's ranging from 0.10 to 0.16 percent
- Failed 524 tests with BrAC's at 0.16 or higher

30,839 attempts to operate vehicles on Pennsylvania's roadways with BrAC's greater than or equal to 0.025 percent were thwarted by the use of ignition interlock devices.

These statistics allow for monitoring of the progress of the interlock program, as well as, providing areas of focus for future program enhancements. Approved manufacturers must also report service center locations, site changes and a complete listing of certified installation technicians to the Department. All service center personnel must have a motor vehicle background check and criminal history verification completed prior to being eligible for employment.

Two contract quality assurance personnel from the PA DUI Association attended the Fifth Annual Ignition Interlock Symposium in Phoenix, Arizona on October 25 and 26, 2004.

This two-day event provided the international interlock community and various governmental agencies from numerous states and countries with the opportunity to hear and discuss integrating rehabilitation for participation in interlock programs, identification of potential recidivists, innovations and new technology in interlock programs, device testing and certification issues, research updates, and implications of TEA-21 for interlock programs.

DUI Technical Services Contract (Section 402)

In support of the statewide DUI network the Department maintains a contract to provide consulting and administrative services to the Alcohol Highway Safety Program (AHSP). Under this contract Master Trainers conduct workshops for Alcohol Highway Safety School (AHSS) Instructors and Court Reporting Network Evaluators so that they can be initially certified and then recertified every two years. Seventy-five of these workshops were conducted in (FFY) 2005, providing certification and recertification credits to 1,027 attendees. Under this contract a Sobriety Checkpoint Conference was held on May 26 and 27, 2005 in State College to provide Section 410 project directors, State Police personnel, and other police officers with information on the ABCs of Roving Patrols, Drug Recognition Expert, Media Madness, and case law updates. Ninety-one people attended the conference. Additionally, a DUI Coordinators' Conference was held on June 2 and 3, 2005 in State College to update the county coordinators on DUI issues and concerns. Sixty-six people attended the Conference and heard presentations on licensing issues, revamping of the Court Reporting Network (CRN), new law enforcement initiatives, case law and legislative updates and an opportunity to provide input on issues affecting the Alcohol Highway Safety Program.

Counties' DUI programs were reviewed for quality of the delivery for AHSS. The survey of all sixty-seven county DUI programs totaling 51 elements including: enforcement, prosecution, supervision, treatment, CRN, Alcohol Highway Safety School, Prevention/Education was updated. The Directory of county AHSPs including statewide program personnel, used primarily for referring out-of-state offenders to Pennsylvania county programs was produced. Educational materials for Master Trainers to use in AHSS and CRN workshops were updated as well as CRN statistics for DUI Coordinators. Twice a year the contractor reviews the errors committed by CRN evaluators in filling out the CRN questionnaire and reports the error rates to the county

DUI Coordinators. Efforts to implement a multiple offender curriculum for use in AHSS continued. The contractor provided technical assistance in the form of being a call center for network users of the revamped CRN.

Two Pennsylvania Alcohol Highway Safety News Update newsletters, targeted for AHSS instructors, were published and distributed to all county AHSPs. Two issues of the Zero Tolerance Observer newsletter, targeted for Underage Drinking/DUI AHSS instructors and local judicial authorities, were published this year.

Section 403 funds provided in a grant from NHTSA for two years to improve the processing of DUI cases in the criminal justice system continued to be used for efforts to set up DUI courts in Lackawanna and Berks counties. Officials in Philadelphia and Blair Counties were contacted to solicit their interest in improving the processing of DUI cases in their county.

<u>Workshops:</u>	<u>No. of workshops</u>	<u>No. of attendees</u>
AHSS Instructor	5	65
AHSS PAW	4	31
CRN Evaluator	7	76
CRN PAW	7	69
Underage Drinking & Underage DUI Instructor	2	31
Implementing the New CRN	17	351
Science Based Treatment	4	78
Current Trends & Designer Drugs	2	25
Substances in Vogue	4	45
Marijuana/Hallucinogens	2	23
Miscellaneous	17	233
Total	71	1027
	<u>No. of conferences</u>	<u>No. of attendees</u>
Sobriety Checkpoint Conference	1	108
DUI Coordinators' Conference	1	74
Regional DUI Mini-Conferences	2	160
Total	4	342
Grand Total	75	1,369
	<u>No. of Certifications/Recertifications</u>	
AHSS Instructor Certification	17	
AHSS Instructor Recertification	80	
CRN Evaluator Certification	75	
CRN Evaluator Recertification	120	
Underage Drinking & Underage DUI Instructor Recertification	25	

Total	317	

The table below presents the workshops, conferences and certification/re-certification trainings that were conducted in 2005.



Checkpoint Strikeforce

Checkpoint Strikeforce is a coordinated effort of the states in the NHTSA Mid Atlantic Region that is focused on combating impaired driving. States in the region have agreed to conduct at least one sobriety checkpoint per week during the period of the Fourth of July to New Years. Pennsylvania posted some impressive numbers during the 2004 campaign and conducted similar activity for 2005. Visit the Checkpoint Strikeforce webpage for the latest stats. <http://www.nhtsa.dot.gov/nhtsa/whatis/regions/region03/webreport.cfm>



Operation Nighthawk

Operation Nighthawk is a specialized two-day training and enforcement program aimed at reducing drinking and driving. Conducted on Friday and Saturday evenings, this program combines classroom instruction containing workshops on DUI case law and drugged driving with professional motivational speakers.

The Pennsylvania State Police (PSP) conducted "Operation Nighthawk" in cooperation with the Pennsylvania Driving Under the Influence Association (PA DUI) and the Pennsylvania Department of Transportation (PennDOT) at various locations during 2005. Both PSP troopers and municipal officers participated in the training programs. The program had overwhelming success shown by the statistical data. (Table 3)

2005 Operation Nighthawk locations and dates:

Butler County - May 16, 2005

Blair County - June 3, 2005

Table 3

Location	Motorists Contacted	Motorists Detained for Testing	DUI Arrests	Underage Drinking Arrests	Other Arrests and Citations	Warnings
Butler Co	412	61	30	5	237	181
Blair Co	232	46	22	5	136	159
Totals	644	107	52	10	373	340

Labor Day DUI Law Enforcement Crackdown

Pennsylvania received approximately \$450,000 Section 163 Driving Mobilization funds from NHTSA, earmarked for aggressive DUI Law Enforcement, that enabled PennDOT to participate in the “You Drink & Drive, You Lose” National Mobilization campaign surrounding the Labor Day Holiday period along with a sustained enforcement element each month from Labor day through June of 2006. Funding was distributed to State and local police throughout four (4) regional networks. Police conducted Sobriety Checkpoints and Roving Patrols intensively for the two (2) week Labor Day period, coupled with nationwide advertising of the “You Drink & Drive, You Lose” campaign during this time frame paid for by NHTSA.

Targets of Opportunity State Demonstration Programs for Reducing Alcohol Impaired Driving (Section 403)

The Pennsylvania Department of Transportation received additional federal funding from NHTSA to increase levels of DUI enforcement and public information. This expansion of activity allowed the Department to redirect much needed focus toward the “hardcore” or “repeat” DUI offender. In doing so, two (2) pilot locations, Berks and Lackawanna Counties were selected and are ongoing. Each county has an established working task force and instituted a DUI court to insure accountability of the system, as well as the offender, to insure reductions in recidivism. Project activities continued in FY 2005, during which time Two (2) additional DUI Court projects were funded and initiated (Allegheny and Blair counties).

Court Reporting Network Replacement Project

Although not funded with Federal funds, the Court Reporting Network (CRN) is an integral part of Pennsylvania’s comprehensive alcohol highway safety program. When an individual has been arrested for driving under the influence, the individual’s arrest and driving records are checked by the county district attorney. This information, along with the police and medical report is then provided to a trained and certified evaluator. This certified evaluator administers a standardized interview instrument, the Client Intake Form (CIF), which is designed to identify the level of the driver’s psychological impairment. CRN merges the result of the CIF with the driver’s traffic safety history and license status to generate the Client Profile Form (CPF). The Client Profile makes general recommendations as to possible corrective measures. Implemented in the early

1980s, the CRN is a mandated information system used by all 67 Pennsylvania counties in evaluating impaired driving offenders.

Beginning in January 2005, the CRN moved to an entirely web based evaluation tool. By going web based, it will eliminate all of the paper forms and the turnaround time the counties previously experienced waiting for PennDOT to generate the CPF. Now the evaluation is conducted online with the evaluator capable of generating the CPF instantaneously, which took several weeks with the previous system. Moving the CRN to the web has also decentralized the entire process. It has pushed the CRN functionality out to the users at the county level. The evaluation tool has also been updated to include questions that address drug and underage drinking related problems.

Pennsylvania State Police Operation CRISP

The Pennsylvania State Police have instituted Operation Crash Reduction In South Central Pennsylvania (CRISP) to reduce alcohol-related crashes and fatalities by 15 percent within the areas of the selected Stations and increase DUI arrests by 5 percent over the one year period. The PSP are targeting the counties of Adams, Cumberland, Franklin, Lancaster, and York. The Pennsylvania State Police will assign four members to conduct roving DUI patrols for 24 weekends within the one year timeframe. Additionally, each of these locations will operate two sobriety checkpoints on separate dates within the same period. See the table below for statistics on CRISP to date.

PSP Operation CRISP

Citations	Warnings	Assists	DUI Arrests	DUI Contacts
1,115	1,319	130	349	946

Occupant Protection

Pennsylvania continued to see great strides in our occupant protection program. Based on our statewide seat belt observational survey in June, 2005, our seat belt use rate reached an all time high of 83.28 percent. In addition, our booster seat law for children from age 4 to age 8 and seat belt law for children age 8 to 18 was in affect for two years.

The increase in our seat belt use rate is being attributed to the work of the Comprehensive Highway Safety Coordinators, District Safety Press Officers, Traffic Injury Prevention Project personnel, and the Buckle Up PA Program being conducted by both the Pennsylvania State Police and municipal police agencies. We were also fortunate to have help from our partners such as the Pennsylvania Department of Health, PA SAFE KIDS, PA DUI Association, AAA, and PA SADD.

Funding sources used to support this area included the following:

- Section 402 Highway Safety Funds
- Section 157 Discretionary Innovative Grant To Support Increased Seat Belt Use Rates
- Section 157 Incentive Funds
- Section 405 Occupant Protection Incentive Grant
- Section 2003(b) Child Passenger Protection Education Grant
- State Funds for advertising

The majority of the 157 and 405 funds are used to support both municipal and state police enforcement programs to increase seat belt and child safety seat use. The 2003b funds are being utilized by the Comprehensive Highway Safety Coordinators to conduct car seat clinics, to target low income and minority populations to improve child passenger safety, and to purchase child safety seats, supplies, and materials to promote the use of child safety seats and ensure the seats are being used and installed correctly. The Pennsylvania State Police also received 2003b funding to continue to support their 82 non-turnpike permanent car seat inspection stations.

Highlights of Pennsylvania's Occupant Protection Program included the following:

- The child passenger safety guidelines placed in the Pennsylvania Bulletin in October, 2004, as part of the regulatory process, were closed for comments 11/15/04. The Department is in the process of developing the final regulation.
- Held a statewide Child Passenger Safety Week press conference at the Bureau of Maintenance and Operations, Equipment Facility in Harrisburg on Silver Spring Township Fire Company in Mechanicsburg on February 11, 2005. Gary Hoffman, P.E., Deputy Secretary for Highway Administration for Pennsylvania Department of Transportation was joined by Captain William Fraley of the Pennsylvania State Police, Leslie Best from the State Department of Health, Anne Franchak of Pa Safe Kids and Neil Bailey from

the Pennsylvania Automotive Association to mark the start of National Child Passenger Safety Week, from February 13th through Saturday, February 19th. The press conference featured seven different vehicles ranging from a full size pickup truck to a two door coupe. The range of vehicles was used to demonstrate proper child safety seat installation in a variety of vehicle types. Vehicles were furnished through the Pennsylvania Automotive Association. Also attending the event were highway safety advocates, Pennsylvania's Comprehensive Highway Safety Program, Municipal and State Police, and the Traffic Injury Prevention Project.

- BUPA participated in the planning of NHTSA Mid-Atlantic Region's Memorial Day Mobilization Press Conference. The press event was held on May 25, 2005 at the State Police Belmont Station in Philadelphia. Representatives from NHTSA, PENNDOT, PSP, Lower Merion Township PD and BUPA spoke about the reasons and efforts that law enforcement were putting forth during the May Campaign especially concentrating on nighttime enforcement.



- A mock check in the amount of \$50,000 was presented to the City of Pittsburgh Police Department in order for them to conduct enforcement over the Memorial Day wave. The City of Pittsburgh was targeted because of the City's low belt use.



- Regional press events were held prior to each of the five enforcement/education mobilizations.

- Statewide observational seat belt surveys were conducted June 6-19, 2005, and the usage increased to 83.28 percent.
- The Buckle Up PA Program has a Statewide Seat Belt Law Enforcement Liaison (LEL) and four regional LELs administering the seat belt enforcement and education activities.
- BUPA instructed its participating departments to initiate enforcement activities that would result in increased enforcement contacts. Events such as safety checkpoints, information sites and joint operations with other departments resulted in vehicle or occupant contacts. During each of these contacts officers were able to provide seat belt information, insist that occupant secure their safety belts or write the primary and secondary citation.
- Five enforcement mobilizations consisting of traffic safety checkpoints, informational checkpoints, regular enforcement and educational programs were conducted during this Federal Fiscal Year. Informational packets for each mobilization were distributed to the police. The packets include the dates when activities should be conducted, sample press releases, talking points, etc. to conduct the wave. Enforcement dates are as follows:
 - Wave 17 - November 2004 Thanksgiving (260 municipal departments and the State Police participated)
 - Wave 18 - February 2005 Child Passenger Safety Week (80 municipal departments and the State Police participated) The municipal departments did not receive extra funding for this wave but were approved to use Out of Wave Funding to schedule enforcement events..
 - Wave 19 - May 24-June 6, 2004 Buckle Up America Week (300 municipal departments and the State Police participated)
 - 16 BOLTS (Belts and Booze, combined DUI and seat belt checkpoints) were conducted- September 2005 - Labor Day, 2004 “You Drink & Drive. You Lose” (80 municipal departments participated)
 - Out of Wave seat belt enforcement – December 2004-April 2005 Emphasis on Aggressive Driving (243 municipal departments participated)

*Over 1,300 municipal police agencies received either full wave or modified information packets. Approximately 280 receive funding, however, all departments are provided with the wave packet and invited to participate.

- During the five mobilizations, warnings for non-seat belt use were not written, 8,168 seat belt and 461 child passenger safety citations were written, 50,870 other citations were issued and nearly 1.9M vehicles were detained. See Table 1 for state and municipal wave statistics. Participating departments wrote .64 citations per funded hour. This also includes events such as information sites, school programs and minicade details that are not citation generating activities. After the primary citation was written the secondary seat belt citation was issued 17% of the time.
- Trainings were conducted to train officers in the Survival 101 middle and high school seat belt curriculum. One hundred and sixty six new police officers were trained as Survival 101 instructors. To date, more than 300 departments and the State Police have received training. The 2004-05 school year saw 537 programs completed reaching 22,125 students statewide. A description of “Survival 101” with information on how to schedule a program was sent to 681 High Schools across the State. The elementary seat belt curriculum “The Back is Where It’s At” program continued to be used by police departments.
- Traffic Checkpoint trailers and 4 new speed display trailers were purchased to accommodate the increased demand for equipment. During this reporting period, the speed display signs were used 5,895 hours.
- Conducted fifteen traffic safety checkpoint classes training over 60 municipal police officers.
- The four Crash Data Retrieval (CDR) Systems and laptops purchased for use in the Buckle Up PA program were used 58 times.
- The Buckle Up PA website, www.buckleuppa.org was kept updated. Regional activities as well as state trainings and miscellaneous information is available.
- Special packets were developed and disseminated by TIPP’s to pediatricians, hospitals, loaner programs, pre and elementary schools, law enforcement, and the coordinators to promote Child Passenger Safety Week in February, 2005.
- Packets were sent to high school principals and college campus security directors to advise them of the Survival 101 program and provide them with CIOT information. Materials were also provided to all College Security Departments for informational sites and campus distribution.
- The Reading Nighttime Safety Belt Enforcement Demonstration Project won the Peter O’Rourke Special Achievement Award by the Governors Highway Safety Association. The campaign consisted of earned media events,

enforcement and educational activities. High-tech night vision equipment was used for nighttime observation. The City of Northampton was used as a control site. A contract with Preusser Research Group, Inc. assisted with the evaluation of the project. In Reading, night seat belt use increased by 6% from 50-56% and day seat belt use increased by 3%. A full report is in the process of being compiled. This project clearly defined the need for nighttime seat belt enforcement and created the Standard Operating Procedures for nighttime enforcement.

- Out Of Wave Seat Belt Enforcement started in December 2004 and ended in April 2005. This 4 month Campaign was made available to all participating departments. The Out Of Wave funding gave participating departments an opportunity to focus their enforcement on specific traffic safety problems within their jurisdiction. There were particular conditions and restriction on the use of enforcement funds but BUPA emphasized the need to target Aggressive Driving violations. No education, traffic safety checkpoints or information sites were permitted during the project and a “0” Tolerance for the Seat Belt violation was established. The following are the results of the Out Of Wave Enforcement Program that concluded on April 15, 2005.
- **A Child Passenger Safety telephone conference** was organized and held by the TIPP in February 9, 2005 to increase awareness and distribute updated information on transporting children with special health care needs to the pediatricians throughout PA. Participants of the teleconference included doctors, nurses, medical staff, and certified technicians who worked in medical facilities. Participation in the conference was achieved by downloading Microsoft PowerPoint presentations and dialing into a site to listen to the speakers. The speakers were Dr. Robert Cicco, President of the Pennsylvania Chapter of the American Academy of Pediatrics and Dr. F. Dennis Dawgert, Pediatric Advisor to TIPP. The teleconference was designed to increase awareness and knowledge of medical professionals so that transportation issues can be addressed with parents to increase the likelihood that these children would be properly restrained during transport. Presentations were provided on Implementing Child Passenger Safety in the Hospital Setting and The Role of the Pediatrician which emphasized child passenger safety issues for the practitioner. There were 229 health care professionals who attended the teleconference. All participants received a packet of sample materials that could be requested for distribution to their patients. The teleconference was audio taped and 12 requests for the audio tape and teleconference handouts were made.
- Fourteen classes of the 32-hour Child Passenger Safety (CPS) Training were conducted training 215 CPS technicians and 4 new instructors, as well as eleven refresher classes updating 176 technicians.
- Over 454 car seat checks were conducted throughout the state.

- To insure that the most up to date and current information is being provided, the TIPP distributed quarterly updates in December 2004 and March, June, and September 2005 to the 39 certified CPS Instructors and the 1,337 active certified technicians. Information was provided on the changes in the certification process, scheduling of the refresher classes, availability and registration process for the Renewal Course and the Special Needs statewide conference. Educational materials were provided including the availability of the 2005 LATCH manual, NHTSA's Ease of Use Rating System, NHTSA's revised CSS Questionnaire, Understanding the Handling of CSS Recalls, English/Spanish Translation of CPS Terms, and the updated 15 TIPS flyer.
- A 1-800-CAR-BELT toll free number is available for individuals to call regarding questions on car seat use and child passenger safety and to order free highway safety materials.
- Currently, Pennsylvania has 1,337 active technicians and 39 child passenger safety technician instructors.
- The Project Director of our Traffic Injury Prevention Project, Angela Osterhuber, is a member and the chair of the National Child Passenger Safety Board.
- Pennsylvania has 121 car seat loaner programs throughout the state. Fine monies were used to purchase 365 infant, 424 convertible, 126 combination seats and 178 high back booster seats, and 126 no back booster seats for the loaner programs.
- In late spring of 2004, the Traffic Injury Prevention Project conducted a pilot program to develop a culturally competent "correct use" child restraint campaign to reach the African American community. An educational intervention program began in the Fall of 2004 and is continuing through 2005. The Pilot Project provides outreach and education activities conducted in the community geared for parents and children. Child safety seat educational fact sheets are distributed and displayed in the African- American community. The local newspaper wrote an article to inform the community of the activities initiated in this pilot project.
- A Pennsylvania Special Needs Conference and Pre-conference was organized by the TIPP program and held in Grantville, PA on April 26 and 27, 2005. One hundred transportation personnel attended the Pre-conference sessions which provided the NHTSA eight-hour course entitled "Child Passenger Safety for School Buses" and the National Association of Pupil Transportation "Special Needs Operations" 801 and 802 Courses. More than 100 people attended the pre-conference workshops. Over 190 transportation directors, school bus contractors, school bus drivers, PT/OTs, Head Start staff and

highway safety personnel attended the one-day Conference. A Compendium of materials was organized and provided to all attendees of the Special Needs Conference and Speaker Handouts

- The TIPP conducted two “Safe Travel for All Children: Transporting Children with Special Health Care Needs” Training Programs. This nationally recognized 2-day program is designed to serve CPS technicians/instructors and medical professionals who are interested in learning more about special needs transportation. The training combines classroom lectures and discussions with hands-on exercises. Participants were introduced to medical conditions that can impact restraint selection and have the opportunity to investigate and install specialized restraint systems. The training concluded with a proficiency test that evaluated the participant’s ability to assess appropriate restraints and to demonstrate proper use and installation. Forty-eight professionals attended the training.
- The TIPP provided two CPS articles, on CPS correct use and an article regarding 15-passenger vans for the Health Link newsletter, with a circulation of 14,000 child care facilities.
- The TIPP presented at the Statewide Head Start Conference in December (2 presentations regarding Head Start Federal Regulations and CPS).
- The TIPP participated in a half hour segment on seat belts and child safety seats recorded at the Berks County Cable TV station.

Pennsylvania State Police Statistics for Click It Or Ticket

PSP	CPS Warnings	CPS Citations	Seat Belt Warnings	Seat Belt Citations	# CPS Checkup Events	# Safety Seats Inspected	# of Safety Seats Properly Installed	# of Safety Seats Improperly Installed
Click It or Ticket – 8 Days of Enforcement	240	39	9429	271	81	528	115	403
National CPS Week	220	33	3313	193	80	868	118	750
Click It or Ticket – Two Tickets, Two Fines	669	197	46,923	1,870	98	1,261	139	1,120
TOTALS	1129	269	59,665	2234	259	2657	372	2273

Pennsylvania State Police Statistics for Click It Or Ticket

PSP	Speeding Citations	Speeding Warnings	Other Citations	Other Warnings	DUI Arrests	DUI Contacts	Regulatory Checkpoints	Assists
Click It or Ticket – Eight Days of Enforcement	299	74	823	3824	2	3	68	121
National CPS Week	0	0	0	12	0	0	0	179
Click It or Ticket – Two Tickets, Two Fines	254	174	415	4937	41	135	136	295
TOTALS	553	248	1238	8761	43	138	204	595

Buckle Up PA Statistics for Waves 17-19 including Out Of Wave and BOLT Activities

Wave	# of dept s.	Hours	Contacts	Citations						Arrest			
				SB	CPS	Speed	Aggressive	Suspended	Other	Felony	DUI	Drug	Warrant
17	260	10,286	478,753	1,306	53			308	8,848	15	57	32	58
18*	80	1812	9,768	419	36	1393	689	108	446	10	16	11	25
19	300	26,262	1,380,531	4,541	233	13,442	7,429	950	4,471	47	129	112	203
OOW**	243	9,554	33,017	1,894	130	6839	3002	409	1262	25	44	22	80
BOLTS***	80	486	13,126	8	9	0	0	162	162	2	45	9	8
Total		48,400	1,915,195	8,168	461	21,674	11,120	1,937	15,189	99	291	186	374

Comprehensive Highway Safety Programs

Table 1

Statewide summary of activities conducted by the Comprehensive Highway Safety program and District Safety Press Officers

Statewide Summary		
	Number of Programs	Number of People Reached
Bike Derbies	183	14,907
Health Fairs	298	156,675
Preschool Presentations	858	125,144
Elementary Presentations	818	109,461
Middle School Presentations	99	20,100
Secondary Presentations	599	59,614
College Presentations	45	35,882
Community Presentations	426	41,304
Business Presentations	57	6,332
Conferences Conducted	45	3,842
Designated Driver Activities	14	203,465
TIPPS Training	2	45
Walk Child to School Day	4	1,210
Safe Driving Competitions	15	842
CPS Presentations	73	1,475
TOTAL	3,536	780,298

Table 2

Traffic Injury Prevention Program Summary		
	Number of Programs	Number of People Reached
Bike Derbies	0	0
Health Fairs	10	10,670
Preschool Presentations	17	1,212
Elementary Presentations	4	750
Middle School Presentations	0	0
Secondary Presentations	14	1,272
College Presentations	0	0
Community Presentations	29	1,377
Business Presentations	17	304
Conferences Conducted	24	2,900
Designated Driver Activities	0	0
TIPPS Training	0	0
Walk Child to School Day	1	340
Safe Driving Competitions	0	0
CPS Presentations	65	989
TOTAL	181	19,814

Pedestrian and Bicycle Safety

PennDOT's commitment to the safety of its pedestrians and bicyclists is evident through its accomplishments this year. A full time statewide Bicycle/Pedestrian Coordinator and assistant are an integral part of BHSTE's Safety Management Division. The following is a summary of the accomplishments in FY 2005.

- In FY 2005, 845 of the "Yield To Pedestrian Channelizing Devices" were distributed. The new devices have a larger panel with a new message "STATE LAW/YIELD TO PEDESTRIANS." Pennsylvania is now in compliance with the MUTCD by using that volume's R1-6 sign. Since the program started in 2001, approximately 2,508 of these devices have been distributed throughout the Commonwealth. TEA-21 Enhancement, Hazard Elimination, and Safety funds have been used for this program.
- Publication 316, "The Pennsylvania Bicycling Directory," also continues to be in demand and is presented in its entirety on PennDOT's website.
- Publication 380, "The Pennsylvania Bicycle Driver's Manual," continues in print and on the Department's website and demand remains strong.
- The bicycle/pedestrian website continues to be upgraded with new pages and a counter.
- URS/Baker/Melior Contract. These items were accomplished under this contract in FY 2005.
 - o Technical assistance to MPOs/RPOs. The consultant visited all 23 MPOs/RPOs in the Commonwealth to offer assistance in updating the Bike/Ped element to their Long Range Plan. The consultant is completing the products tailored to each planning partner.
 - o Bicycle/Pedestrian Facilities Checklist Training. The consultant is reworking a training program for a series of presentations in 2006 to municipal officials. The effort includes explanation on how to use the checklist to ensure that the bicycle and pedestrian modes are included in all projects.
 - o Critical review of PennDOT Manuals. A review of PennDOT Manuals, including DM1, DM1A, DM2, DM4, and other documents, was undertaken to determine what modifications should be made to ensure that the bicycle and pedestrian modes would be included routinely in our project development processes. Recommendations have been made and are being reviewed by PennDOT staff.
- BHSTE provided technical assistance to PennDOT District Offices, Department of Education, Central Office, School Districts and MPO/RPO staff for the Hometown Streets and Safe Routes To School Program.

- BHSTE provided assistance in the planning and design of two additional BicyclePA Routes (J and E).

Police Traffic Services

Enforcement Programs

The Pennsylvania Department of Transportation (PennDOT) continued to provide funding for the Pennsylvania State Police to conduct enforcement on interstate as well as non-interstate highways.

The Pennsylvania State Police conducted selective traffic enforcement programs designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Selective traffic enforcement programs target specific areas that have a high incidence of crashes, traffic violations, etc. Enforcement locations and times are selected based upon analysis of traffic volume, crash data, frequency of traffic violations, traffic conditions, and include consideration of geographic and temporal factors. A review of patrol and traffic-related data captured from the Department's computer based Prophecy Program and the Automated Incident Memo System (AIMS) is utilized to target these enforcement locations. The objective is to direct appropriate enforcement efforts towards violations that are likely to cause crashes. Speed enforcement programs, such as RADAR and Operation State Police Aerial Reconnaissance Enforcement details and targeted enforcement including aggressive driving is identified by the Problem Specific Policing analysis.

The result of these enforcement programs follows:

Pennsylvania State Police Special Traffic Enforcement:

Total Overtime Hours*	9,086.5
Speed Citations	11,144
Seat Belt Citations	397
Child Passenger Seat Citations	42
Other Traffic Citations	4,547
Speed Warnings	2,362
Other Traffic Warnings	4,426
DUI Arrests	149
DUI Contacts	428
Assists	689

Highway Safety Corridors

In August of 2004, BHSTE met with PennDOT's legal department to finalize policy to implement a Highway Safety Corridor pilot study in Pennsylvania. According to Act 229, the Department is authorized to declare a section of highway as a "Highway Safety Corridor" in which fines for moving violations will be doubled. The pilot study began in October 2004, and involved five sections of roadway in four Engineering Districts (4, 5, 8, and 12). Locations were determined by BHSTE for crash history and other factors including a commitment from the Pennsylvania State Police for increased visible

enforcement. Locations which met the criteria were treated with signs and additional enforcement.

Each pilot corridor was studied for speeding and tailgating before, during, and six months after the enforcement began. In addition, citation information was collected and provided by the State Police in pilot locations during the study. The final research paper will be delivered in 2006.

Training the Police Community

Funding was provided to PennDOT for the Institute for Law Enforcement Education (ILEE) program. ILEE is a recognized leader in law enforcement training. The primary focus of their training is municipal police officers in chemical breath test administration and other impaired driving skills such as standardized field sobriety testing, drug recognition, vehicle search and seizure, and juvenile DUI. In addition, ILEE is a major provider of advanced training for municipal police in specialized areas like collision investigation, drug interdiction and areas of court testimony related to traffic law enforcement. A chart of the courses conducted follows.

The Institute for Law Enforcement Education (ILEE) held its Seventeenth Annual Law Enforcement Conference September 27-29, 2005 at the Seven Springs Conference Center. There were 223 participants in attendance.

The following chart provides an overview of the courses given by ILEE in FY 2005 (both 402 funded and non-402 funded). In grant year October 1, 2004 to September 30, 2005, 3,581 personnel received training in FY 2005 in 160 different courses funded with 402 funds.

In grant year October 1, 2004 to September 30, 2005, 3,581 personnel received training in 160 different courses as follows:

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
Standardized Field Sobriety Testing Practitioner	11	211
Standardized Field Sobriety Testing Practitioner Update	1	12
SFST Instructor Recertification	1	15
Breath Test Operator	18	219
Breath Test Changeover	7	73
Breath Test Supervisor	6	56
Breath Test Maintenance	3	13
Breath Test Instructor Recertification	1	14
DUI Awareness	4	103
Traffic Patrol/Drug Interdiction	5	109
Enforcement of the PA Vehicle Inspection Regulations	3	79
Sobriety Checkpoint Operation	3	55
Sobriety Checkpoint Operation Refresher	8	228
Constitutional Case Law	2	35
Drug Field Test Certification	3	61

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
High Risk Vehicle Stops	3	54
Regulatory Checkpoints	3	46
Vehicle Search and Seizure	5	94
Underage Drinking/Juvenile DUI Offenders	2	35
Using Body Language in Interviews and Interrogations	3	55
Commercial Vehicle Level 1	1	21
2005 Statewide Police Training Conference	1	212
Special Problems	11	410
Selective Traffic Enforcement Update	1	14
Conducting Complete Traffic Stops	3	40
Fundamentals of On-Scene Vehicle Collision Investigation	1	16
On-Scene Vehicle Collision Investigation – Homicide by Vehicle	2	36
Interviewing I-IV	4	79
Interviewing Juveniles	2	55
Gaining the Advantage in Criminal Interviews	3	75
Courtroom Defense Strategies and Tactics	3	58
Criminal Patrol Using Enforcement of the Vehicle Insp. Regs.	3	38
Terrorists, Militants and Psychopaths and the Weapons They Use	1	38
Recognizing Deception in Interviews	7	300
Computer Search and Seizure	7	245
Police Media Relations	7	161
Explosive Highway Terrorist Incidents	7	157
Crash Reporting System	4	59
Total	160	3581

Roadway Safety

PennDOT has consistently addressed highway safety through the years by including engineering improvements in construction and maintenance programs. Therefore, it follows that the engineering approach is an integral part of the Department setting a highway safety goal in alignment with the national (USDOT) highway safety goal of 1.0 fatality per 100 million vehicle miles traveled by the year 2008.

Attaining a 1.0 fatality rate in 2008 equates to saving approximately 400 lives per year when compared to Pennsylvania's baseline value of 1559 annual fatalities (the baseline fatality rate is 1.52). In year 2004, the actual fatality rate and number of fatalities was 1.40 and 1490, respectively. These statistics show that Pennsylvania is headed in the right direction towards the goal of 1.0 by 2008.

Two high-level objectives have been established to meet this goal, 1) safety infrastructure improvements implemented at targeted high crash locations (these improvements include deployment of low-cost safety improvements) and 2) education/enforcement initiatives aimed at achieving safer driving in areas of DUI, safety belts, aggressive driving, trucks, pedestrians, younger and older drivers. This section of the report deals with objective number one – the safety infrastructure improvements.

The Safety Management Division in the Bureau of Highway Safety and Traffic Engineering (BHSTE) has developed safety engineering countermeasures. These highway safety infrastructure improvements are to be implemented at targeted high crash locations. When implemented, these countermeasures will improve highway safety by reducing the incidence of specific crash types. Some examples of safety engineering countermeasures that have been implemented in Pennsylvania include: rumble strips (placed on the centerline, edgeline, or shoulder – the latter are bicycle-tolerable), advanced curve warning pavement legend (“SLOW” with arrow), intersection gap warning treatment, “DOT” tailgating treatment, guiderail upgrades, elimination of shoulder drop offs, utility pole and tree delineation, utility pole and tree removal, pedestrian crossing treatments, traffic signal improvements, and the highway safety corridor signing and enforcement initiative.

Implementation of these safety countermeasures have been shown to reduce crashes in Pennsylvania. For example, head-on fatalities in 2004 have dropped by 20% from five-year average values (1999-2003). PENNDOT has installed many miles of centerline rumble strips to mitigate head-on crashes. Fatalities involving hit trees (-8%) and unsignalized (stop-controlled) intersection fatalities (-19%) have also dropped in 2004 when compared to the five-year average figures due to tree removal efforts and the implementation of other low-cost safety improvements. Since 2000, PENNDOT has improved over 8,000 sites with low-cost safety improvements. PENNDOT also improves highway safety by installing higher cost engineering infrastructure improvements to mitigate known safety problems at spot locations.

Low-cost safety improvements (as described previously) have been installed on local roadways as part of a pilot program using federal funds. The pilot projects have been implemented in four municipalities and projects are planned for three additional municipalities. The chosen municipalities are expected to publicize and share the benefits of these projects among their peers (through the help of such organizations such as LTAP, PSAB (PA Association of Boroughs), and PSATS (PA Association of Township Supervisors)).

Pennsylvania continues to provide for the opportunity for our engineering Districts to perform Roadway Safety Audits in an effort to maximize safety in the design and construction of highway projects. A road safety audit is a formal examination of a highway by an independent team of trained specialists that assesses the roadway's crash potential and safety performance. A report is then provided that identifies safety problems so project officials can evaluate, justify and select appropriate design changes. An open-end consultant contract is available to help Districts in conducting the Safety Audit Process.

FY 2005 HSP Grants Approved

Grant #	Grantee	FFY05 Expended	Funding Category
AL 04-02	PSP	\$60,615.42	402
AL 04-03	PENNDOT-BHSTE (DUI)	\$142,767.66	402
AL 05-01	PA Dept. of Education	\$715,504.72	402
AL 05-02	PSP	\$3,805.75	402
AL 05--03	PENNDOT-BHSTE (DUI)	\$343,166.55	402
CP 01-25C-1	PennDOT-BDL (EXTENSION)	\$72,034.47	402
CP 03-36-1	PennDOT-BDL (Grad Dr Lic Prog)	\$0.00	402
CP 04-03A-3	Cumberland County	\$24,124.88	402
CP 04-06A-1	Philadelphia City	\$15,636.00	402
CP 04-07A-6	Delaware County	\$3,885.31	402
CP 04-09A-3	Lycoming County	\$12,295.87	402
CP 04-10A-3	Cambria County	\$13,741.64	402
CP 04-17A-5	Erie County	\$41,009.97	402
CP 04-18A-3	Allentown City	\$9,190.34	402
CP 04-19A-5	Chester County	\$12,361.61	402
CP 04-21A-3	Bethlehem City	\$11,852.23	402
CP 04-23A	PennDOT-BHSTE (PI&E) EXT & Reduction; new amount \$105,806	\$24,614.59	402
CP 05-01	IUP	\$86,462.62	402
CP 05-01	IUP	\$35,107.71	157 INC
CP 05-02	PENNDOT District 2-0	\$65,000.00	402
CP 05-03	Cumberland County	\$90,539.86	402
CP 05-03	Cumberland County	\$12,657.62	157 INC
CP 05-04	Lackawanna County	\$49,883.85	402
CP 05-05	Luzerne County	\$109,189.07	402
CP 05-06	Philadelphia City	\$122,024.00	402
CP 05-06	Philadelphia City	\$66,859.00	157 INC
CP 05-07	Delaware County	\$55,250.72	402
CP 05-07	Delaware County	\$13,887.38	157 INC
CP 05-08	Allegheny County	\$57,309.05	402
CP 05-08	Allegheny County	\$787.47	157 INC
CP 05-09	Lycoming County	\$75,841.18	402
CP 05-10	Cambria County	\$85,154.96	402
CP 05-11	Schuylkill County	\$280,944.96	402
CP 05-12	Washington County	\$98,240.97	402
CP 05-13	Montgomery County	\$78,849.98	402
CP 05-14	York County	\$188,873.28	402
CP 05-15	Monroe County	\$59,998.49	402
CP 05-16	Bucks County	\$56,699.02	402
CP 05-17	Erie County	\$115,024.06	402
CP 05-18	Allentown City	\$86,239.33	402
CP 05-19	Chester County	\$85,818.36	402
CP 05-20	Beaver County	\$29,415.24	402
CP 05-21	City of Bethlehem	\$53,950.00	402

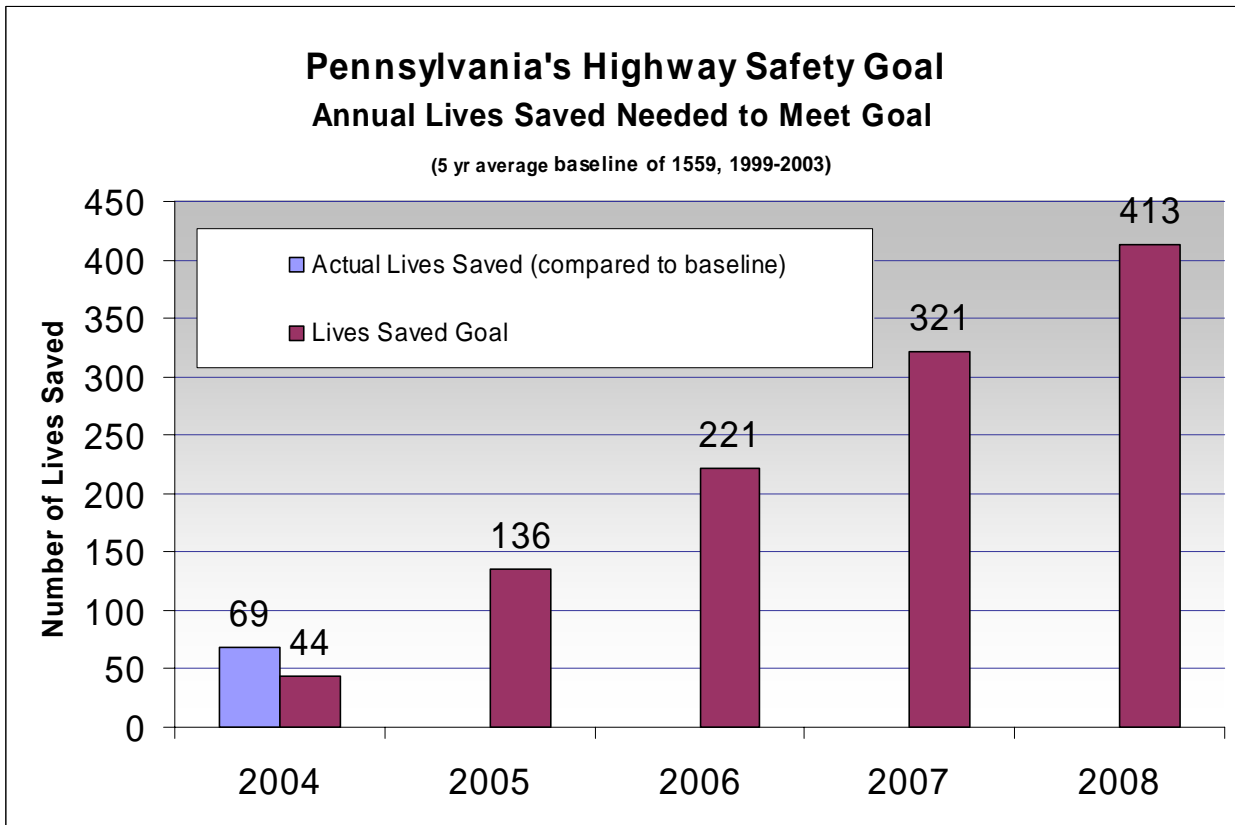
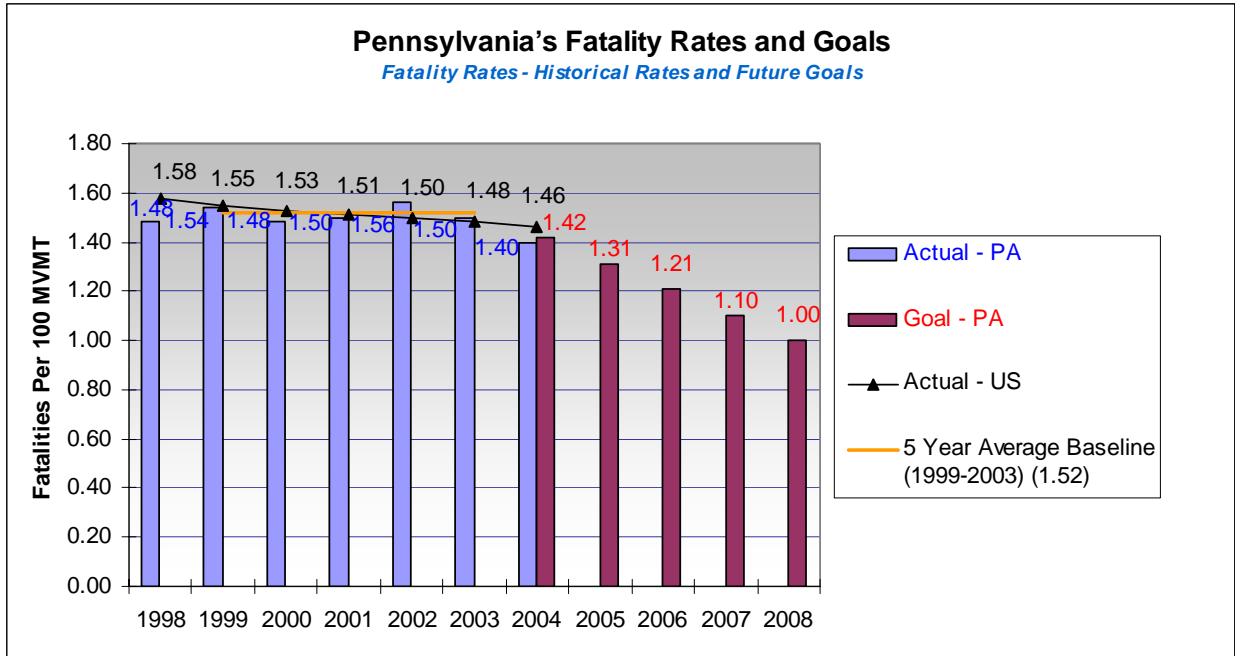
Grant #	Grantee	FFY05 Expended	Funding Category
CP 05-22	PENNDOT BDL	\$2,987.02	402
CP 05-23	PENNDOT BHSTE(TIPP)	\$725,884.78	402
ID 04-01-3	Baldwin Borough	\$1,341.82	163ID
ID 04-02-2	Moon Township	\$1,178.45	163ID
ID 04-03-2	Mt.Lebanon Township	\$0.00	163ID
ID 04-04-2	Plum Borough	\$920.00	163ID
ID 04-05-1	Richland Township	\$0.00	163ID
ID 04-06-2	Pittsburgh City	\$1,155.39	163ID
ID 04-07-2	Lower Burrell City	\$1,745.50	163ID
ID 04-08-3	Abington Township	\$681.40	163ID
ID 04-09-2	Lower Merion Township	\$7,894.10	163ID
ID 04-10-2	Montgomery Township	\$297.66	163ID
ID 04-11-0	Pottstown Borough	\$7,491.00	163ID
ID 04-12-1	West Norriton Township	\$321.45	163ID
ID 04-13-1	Lower Salford Township	\$0.00	163ID
ID 04-14-1	Bucks County	\$1,061.44	163ID
ID 04-15-1	Ridley Park Borough	\$1,300.62	163ID
ID 04-16-1	Chester County	\$4,144.85	163ID
ID 04-17-1	PSP	\$5,396.72	163ID
DM 05-01	PSP	\$24,707.64	163DM
DM 05-02	Catasauqua Borough	\$10,797.00	163DM
DM 05-03	York County	\$10,812.00	163DM
DM 05-04	Pittsburgh City	\$23,843.26	163DM
DM 05-05	Schuylkill County	\$10,883.38	163DM
IN2 05-01	Schuylkill County (pd under IN5 05-29)	\$48,522.59	157 INN
IN2 05-01	Schuylkill County (pd under IN4 05-26)	\$1,271.08	157 INN
IN2 05-01	Schuylkill County (pd under IN3 04-25)	\$149.33	157 INN
IN3 03-01-4	Schuylkill County (pd under IN3 04-25)	\$17,909.66	157 INN
IN3 04-01A	PA State Police	\$197,267.04	157 INN
IN4 04-01	Schuylkill County (pd under IN4 05-26)	\$1,085,484.56	157 INN
IN4 04-01	Schuylkill County (pd under IN2 05-24)	\$49,943.62	157 INN
IN4 04-02	PA State Police	\$0.00	157 INN
IN5 05-01	Schuylkill County (pd under IN5 05-29)	\$485,073.58	157 INN
IN5 05-01	Schuylkill County (pd under IN4 05-26)	\$243,364.19	157 INN
IN5 05-02	PA State Police	\$448,477.74	157 INN
J2 04-01	PA State Police	\$133,638.65	405
J2 04-02	Schuylkill County	\$551,716.08	405
J2 05-01	PA State Police	\$0.00	405
J2 05-02	Schuylkill County	\$0.00	405
J3 03-22C	PA State Police (Ext to 9/30/05 & funds increase)	\$42,400.79	J3-2003b
J3 04-01A-1	Indiana University of PA	\$4,114.88	J3-2003b
J3 04-02A-1	PENNDOT District 2-0	\$3,590.00	J3-2003b
J3 04-03A-1	Cumberland County	\$989.77	J3-2003b
J3 04-04A-1	Lackawanna County	\$0.00	J3-2003b
J3 04-06A-1	Philadelphia City	\$0.00	J3-2003b

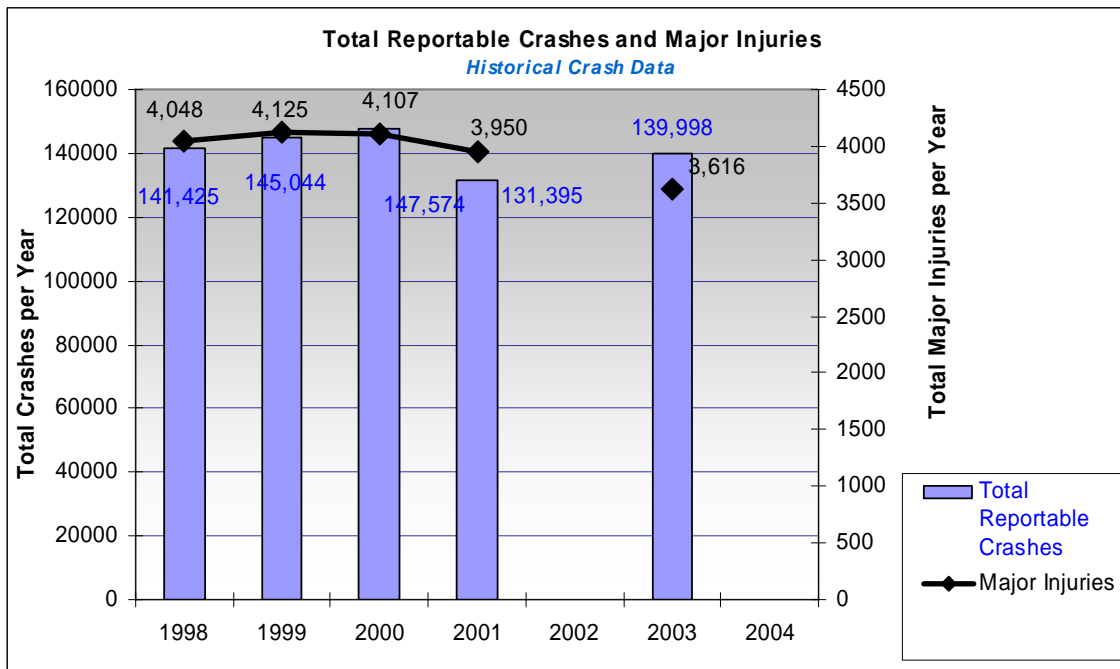
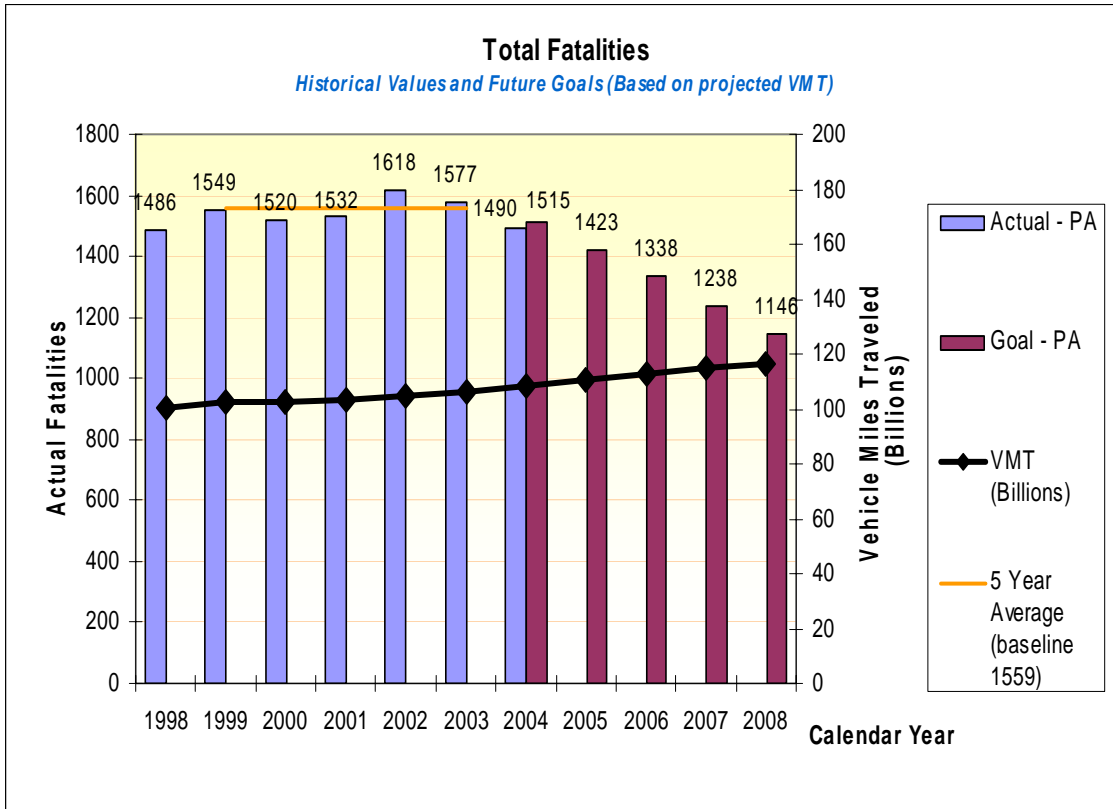
Grant #	Grantee	FFY05 Expended	Funding Category
J3 04-07A-1	Delaware County	\$93.98	J3-2003b
J3 04-10A-1	Cambria County	\$3,666.06	J3-2003b
J3 04-11A-1	Schuylkill County	\$5,000.00	J3-2003b
J3 04-12A-1	Washington County	\$1,503.91	J3-2003b
J3 04-14A-1	York County	\$2,720.77	J3-2003b
J3 04-16A-1	Bucks County	\$40.14	J3-2003b
J3 04-17A-1	Erie County	\$4,448.67	J3-2003b
J3 04-18A-1	Allentown City	\$3,120.18	J3-2003b
J3 04-19A-1	Chester County	\$3,614.32	J3-2003b
J3 04-20A-1	Beaver County	\$5,000.00	J3-2003b
J3 04-21A-1	Bethlehem City	\$4,009.42	J3-2003b
J8 97-02	Adams Township	(\$50.00)	410
J8 03-24A	Hopewell Township	\$1,578.18	410
J8 03-27-4	Butler County	\$2,580.89	410
J8 03-27-4	Butler County	(\$826.39)	410
J8 04-01-1	Bethlehem City	\$9,110.82	410
J8 04-03-2	Bucks County	\$10,388.00	410
J8 04-04A	Schuylkill County	\$52,632.81	410
J8 04-05-1	Montgomery Township	\$6,612.77	410
J8 04-06-2	Warren County	\$5,902.57	410
J8 04-06-2	Warren County	\$3,050.00	402
J8 04-07-1	Blair County	\$7,577.53	410
J8 04-08-3	Lower Burrell City	\$7,583.31	410
J8 04-09-2	Ferguson Township	\$7,528.18	410
J8 04-10-1	PA State Police	\$5,433.78	410
J8 04-11-1	PSP	\$172,691.55	410
J8 04-12-1	Lancaster County	\$11,082.89	410
J8 04-13-2	Milton Borough	\$200.00	410
J8 04-14-4	South Whitehall Township	\$16,692.58	410
J8 04-15-2	Moon Township	\$6,433.12	410
J8 04-16-4	York County	\$15,894.02	410
J8 04-17-6	Cumberland County	\$8,672.36	410
J8 04-18A	Midland Borough	\$9,937.22	410
J8 04-19-2	Richland Township	\$21,675.73	410
J8 04-20-1	Baldwin Borough	\$21,726.54	410
J8 04-21A	Ridley Park Borough	\$20,652.93	410
J8 04-22-4	Lawrenceville Borough	\$7,562.76	410
J8 04-23-4	Mt.Lebanon Township	\$21,493.56	410
J8 04-24-1	Lehigh Township	\$17,701.45	410
J8 04-25-3	Luzerne County	\$22,144.92	410
J8 04-26-1	Mifflin County	\$9,779.62	410
J8 04-27A	Bedford County	\$7,059.92	410
J8 04-28-2	Towanda Borough	\$3,845.80	410
J8 04-29-2	Old Lycoming Township	\$9,416.08	410
J8 04-30-3	Plum Borough	\$17,265.95	410

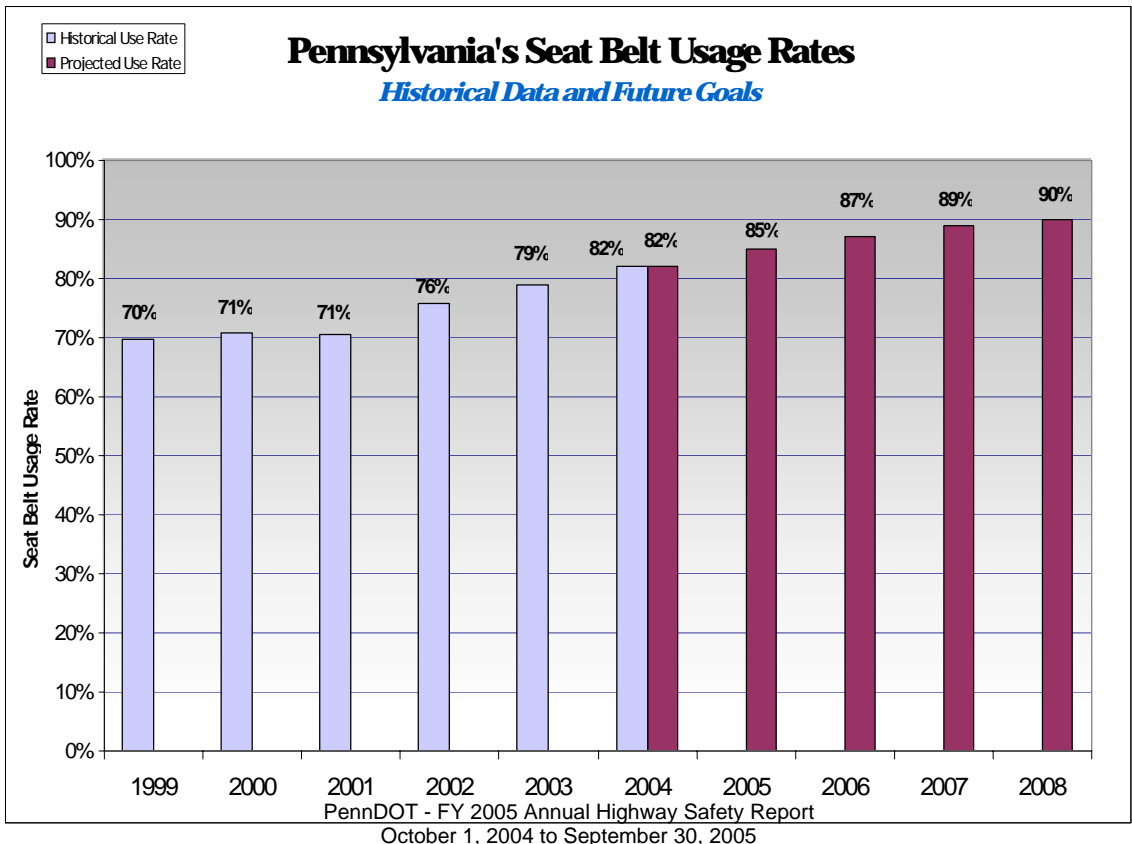
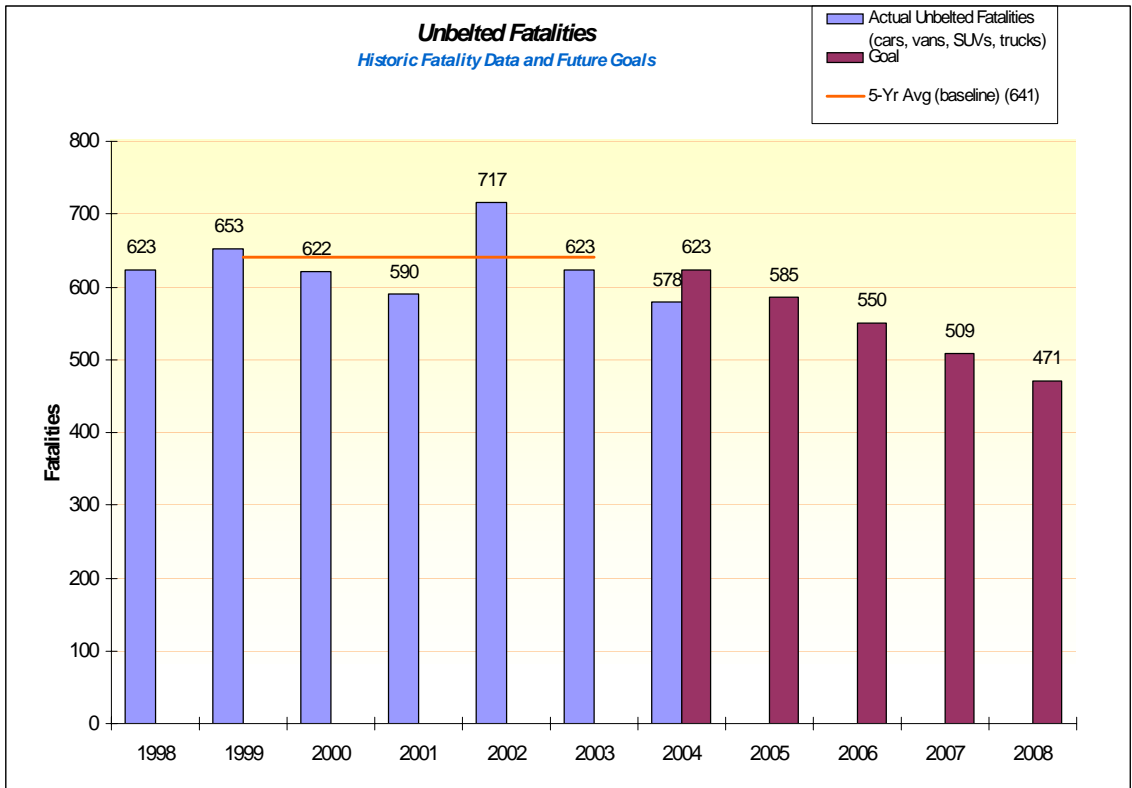
Grant #	Grantee	FFY05 Expended	Funding Category
J8 04-31A	Pottstown Borough	\$29,075.36	410
J8 04-32-1	Bradford County	\$1,554.71	410
J8 04-33-1	Waynesburg Borough	\$8,558.38	410
J8 04-34-5	Lackawanna County	\$24,281.73	410
J8 04-35-1	Washington Township	\$7,333.21	410
J8 04-36A	West Norriton Township	\$28,095.14	410
J8 04-37-3	Abington Township	\$17,615.15	410
J8 04-38-1	Lower Merion Township	\$36,232.19	410
J8 04-39A	Ashland Borough	\$20,234.49	410
J8 04-40-2	Pittsburgh City	\$79,526.57	410
J8 04-41	City of Allentown	\$31,375.16	410
J8 04-42-3	Gilpin Township	\$19,340.14	410
J8 04-43-1	Bethlehem Township	\$17,724.73	410
J8 04-44	Dauphin County	\$27,290.00	410
J8 04-45-4	Lebanon County	\$21,356.05	410
J8 04-46-2	Bloomsburg Town	\$28,159.66	410
J8 04-47-4	Berks County	\$36,501.80	410
J8 04-48-1	City of Philadelphia	\$112,690.83	410
J8 04-49A	Indiana County	\$17,052.72	410
J8 04-50	Easton City	\$21,048.55	410
J8 05-01	Hatfield Township	\$31,926.37	410
J8 05-02	Lower Saucon Twp.	\$24,632.97	410
J8 05-03	Chester County	\$30,971.71	410
J8 05-05	Hopewell Township	\$26,878.09	410
J8 05-06	Montgomery Township	\$25,511.21	410
J8 05-07	Moon Township	\$24,490.86	410
J8 05-08	PA State Police	\$300,000.00	410
J8 05-09	PA State Police	\$15,811.63	410
J8 05-10	Lower Burrell City	\$32,955.37	410
J8 05-11	Neshannock Township	\$24,788.32	410
J8 05-12	Ferguson Township	\$28,105.58	410
J8 05-13	South Whitehall Township	\$21,031.74	410
J8 05-14	Butler County	\$14,064.48	410
J8 05-15	Warren County	\$21,004.16	410
J8 05-16	Blair County	\$22,458.03	410
J8 05-17	York County	\$18,486.97	410
J8 05-18	Adams County	\$13,444.26	410
J8 05-19	Bucks County	\$17,780.14	410
J8 05-20	Cumberland County	\$16,305.58	410
J8 05-21	Baldwin Borough	\$17,211.30	410
J8 05-22	Richland Township	\$19,141.33	410
J8 05-23	Plum Borough	\$16,477.43	410
J8 05-24	Towanda Borough	\$14,582.25	410
J8 05-25	Lawrenceville Borough	\$7,945.81	410
J8 05-26	Luzerne County	\$12,213.54	410

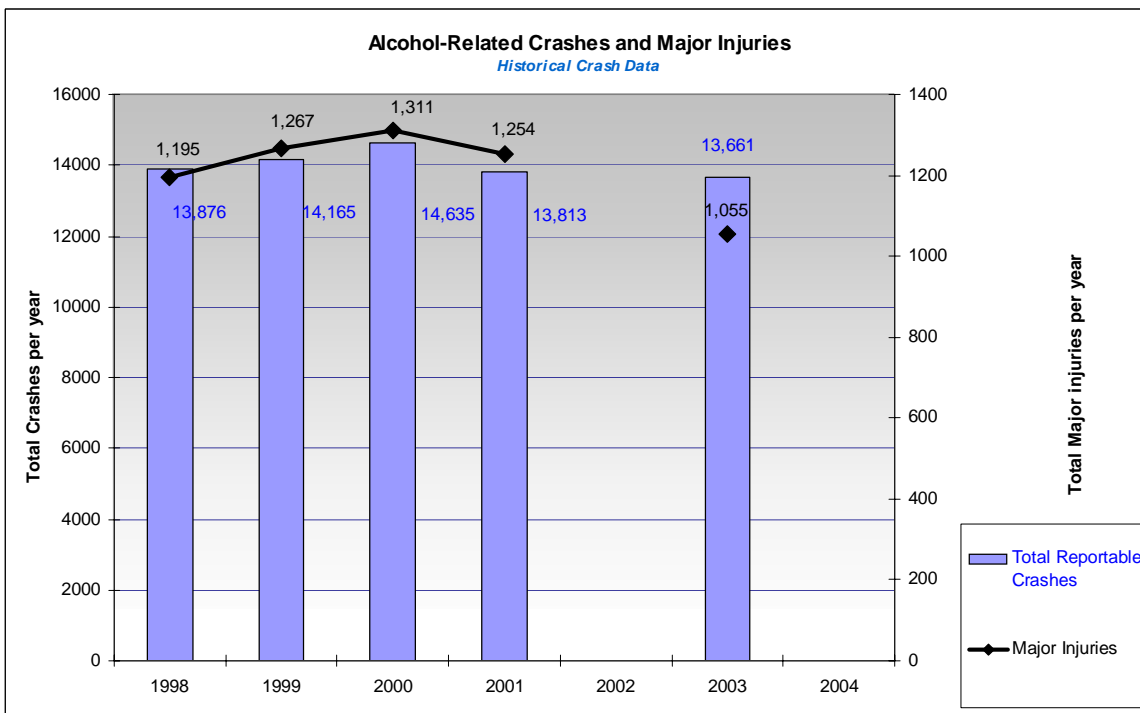
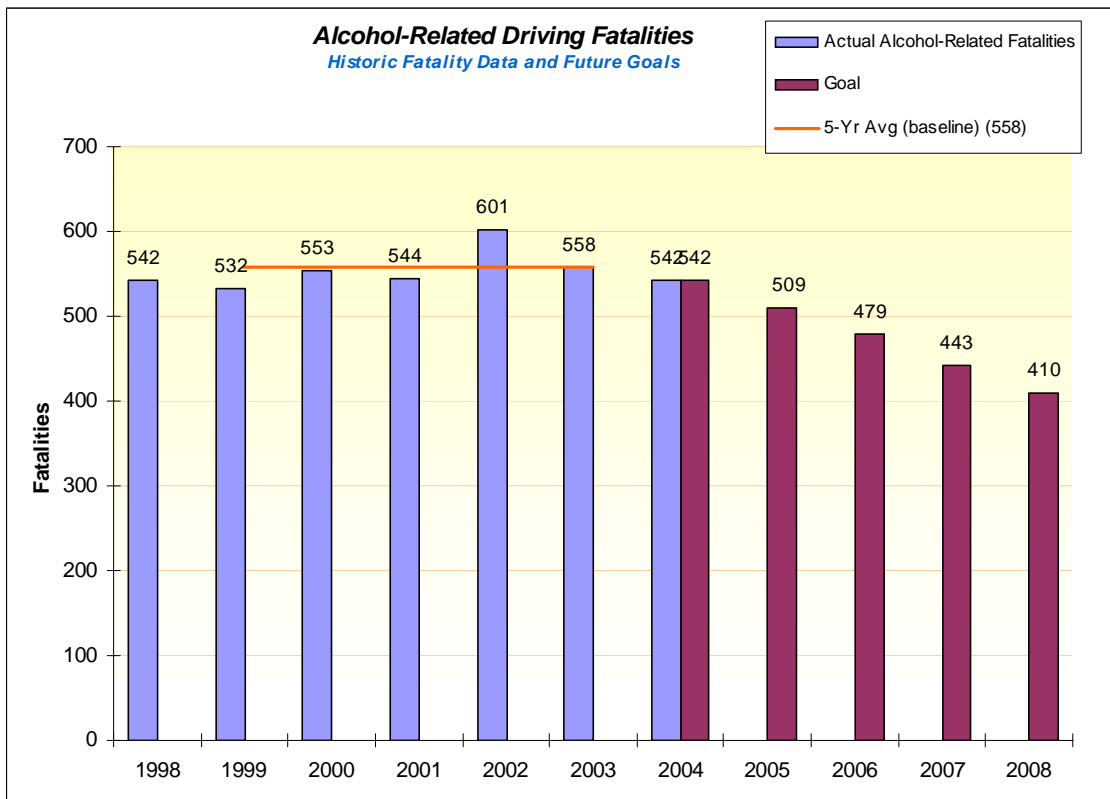
Grant #	Grantee	FFY05 Expended	Funding Category
J8 05-27	Old Lycoming Township	\$20,567.17	410
J8 05-28	Lackawanna County	\$23,170.09	410
J8 05-29	Mt.Lebanon Township	\$20,057.26	410
J8 05-30	Abington Township	\$25,609.03	410
J8 05-31	Mifflin County	\$4,787.58	410
J8 05-33	Washington Township	\$9,674.34	410
PA 05-01	PENNDOT-BHSTE	\$252,996.88	402
PT 05-01	PSP	\$453,744.32	402
SA 04-01	Monroe County	\$2,108.00	402
SO 04-01A	PennDOT-BHSTE (PI&E) <i>EXT ONLY</i>	\$0.00	402
57C 04-01A	PennDOT-BHSTE (PI&E) <i>EXT ONLY</i>	\$0.00	157 INC
57T 04-01	City of Philadelphia	\$249,996.95	157 INC
57R S5-01	PENNDOT-LTAP	\$102,049.42	157 INC
57T R5-01	PENNDOT-BHSTE (CRS MOU with Revenue)	\$250,000.00	157 INC
57T R5-02	Crash Records System Program (Image API contract)	\$172,309.75	157 INC
57T R5-02	Crash Records System Program (Image API contract)	\$2,690.25	411

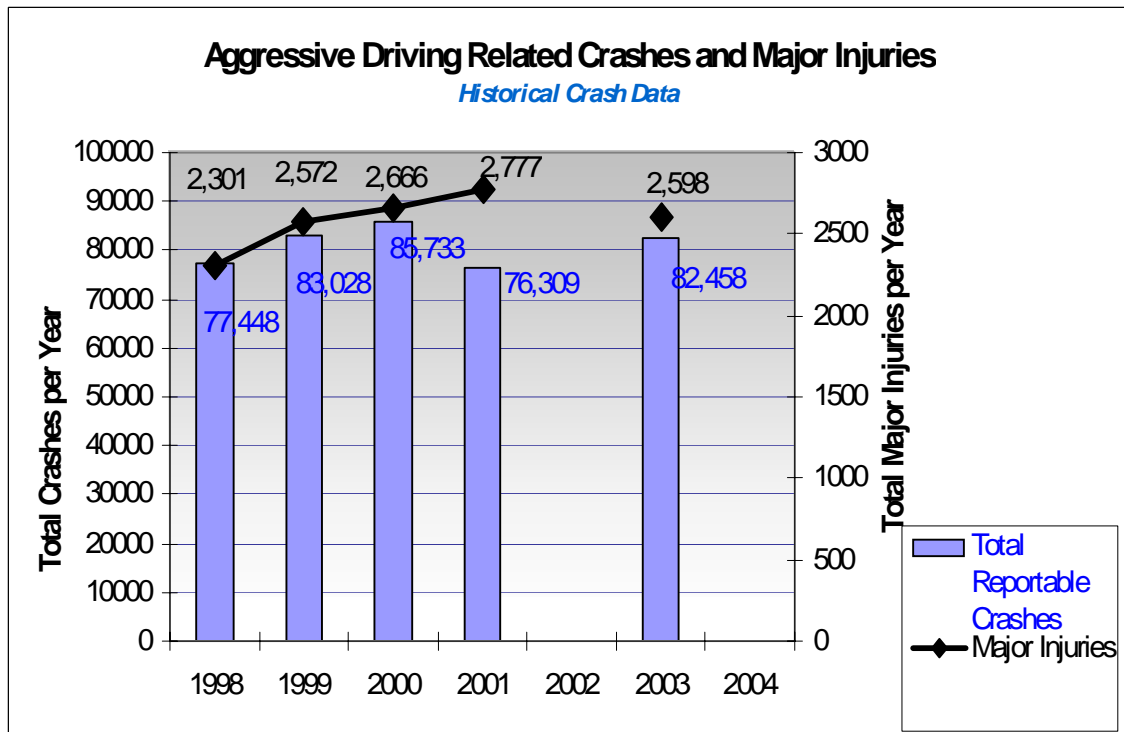
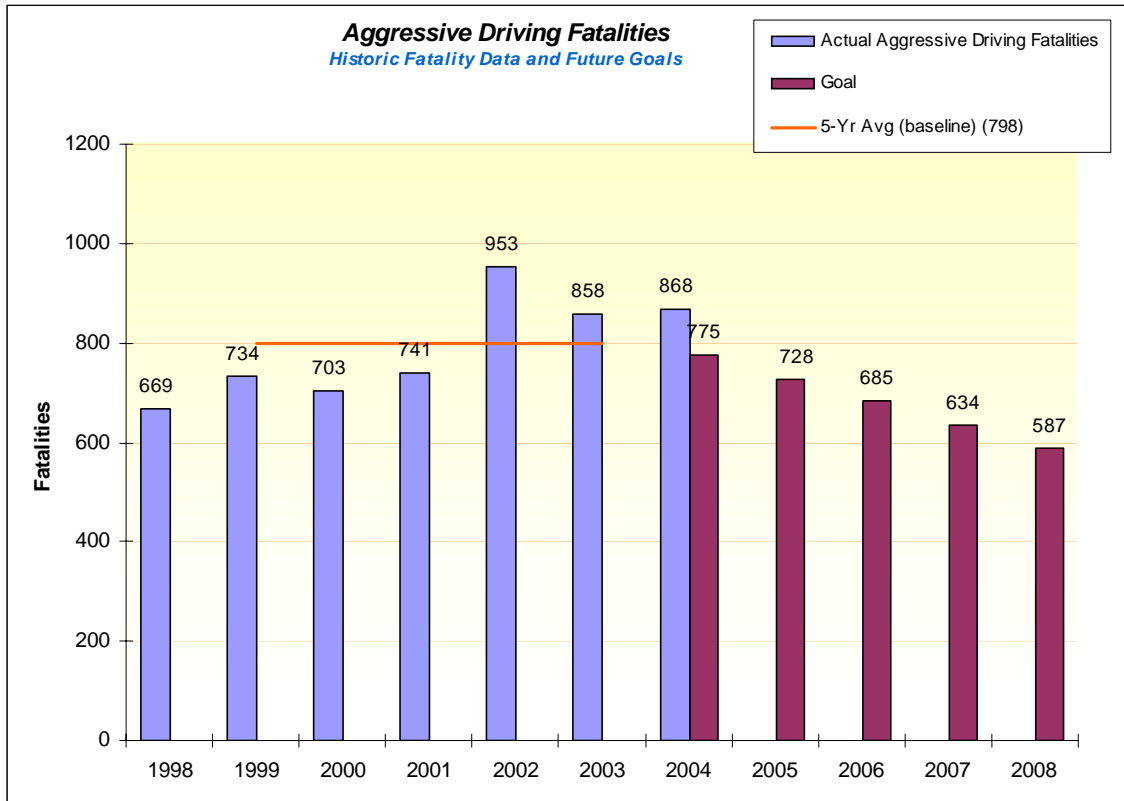
Performance Benchmarks

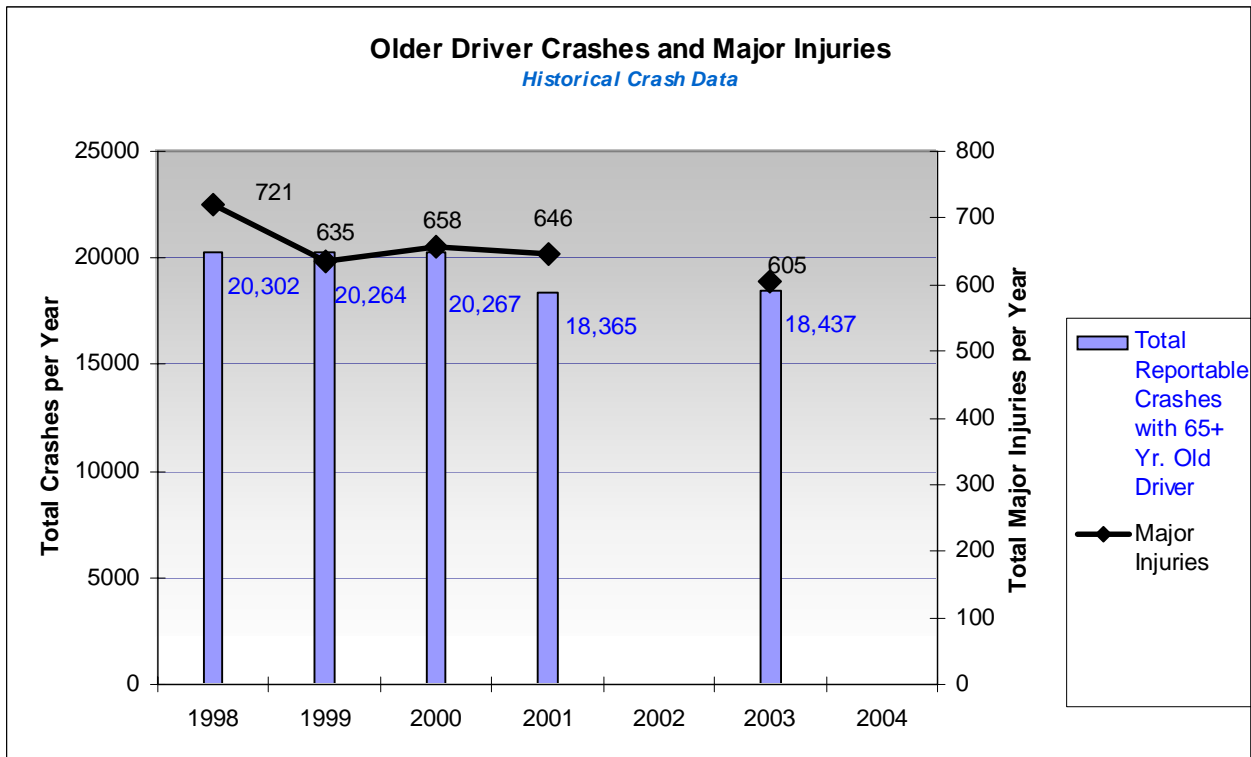
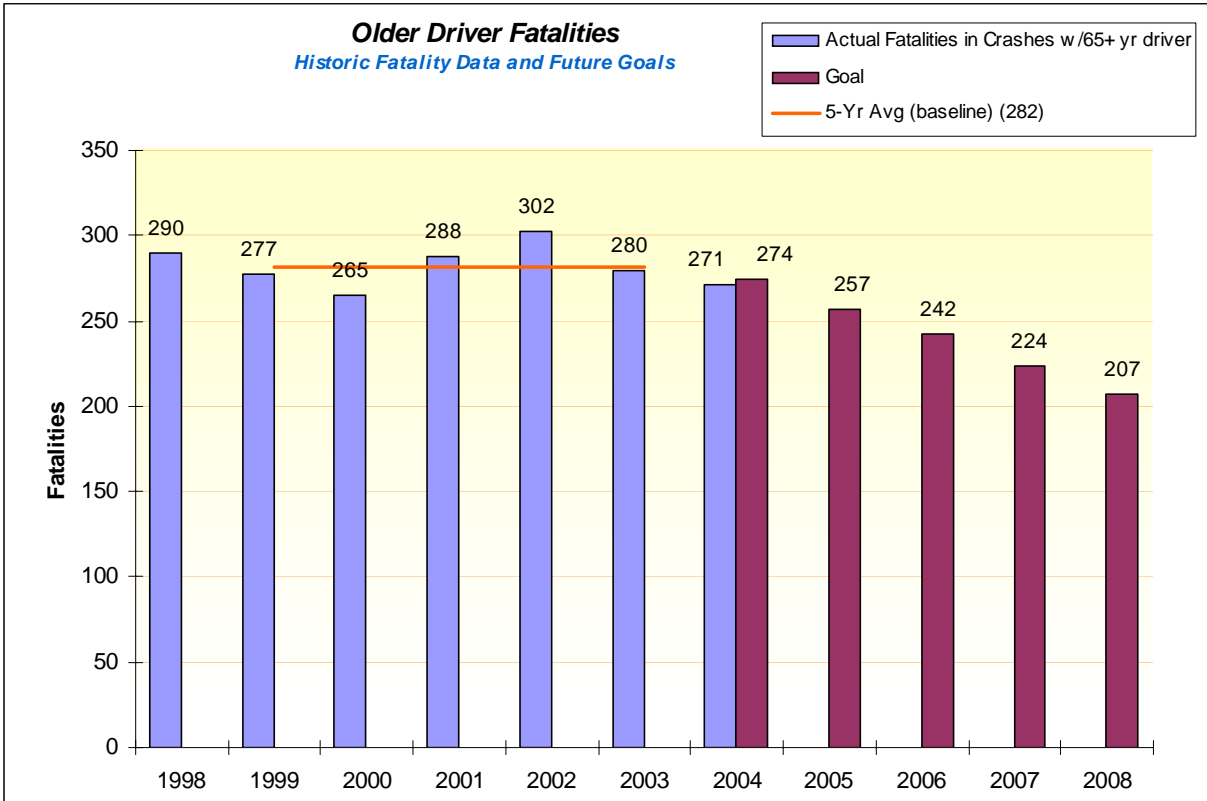


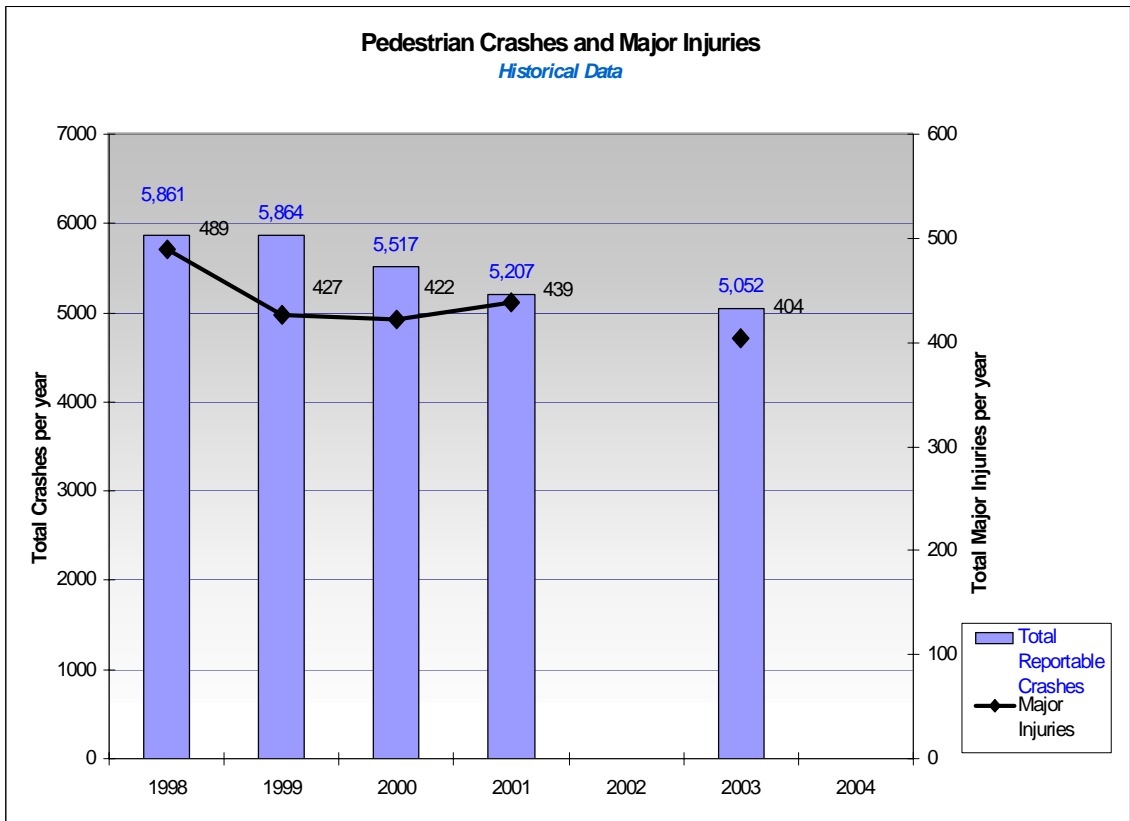
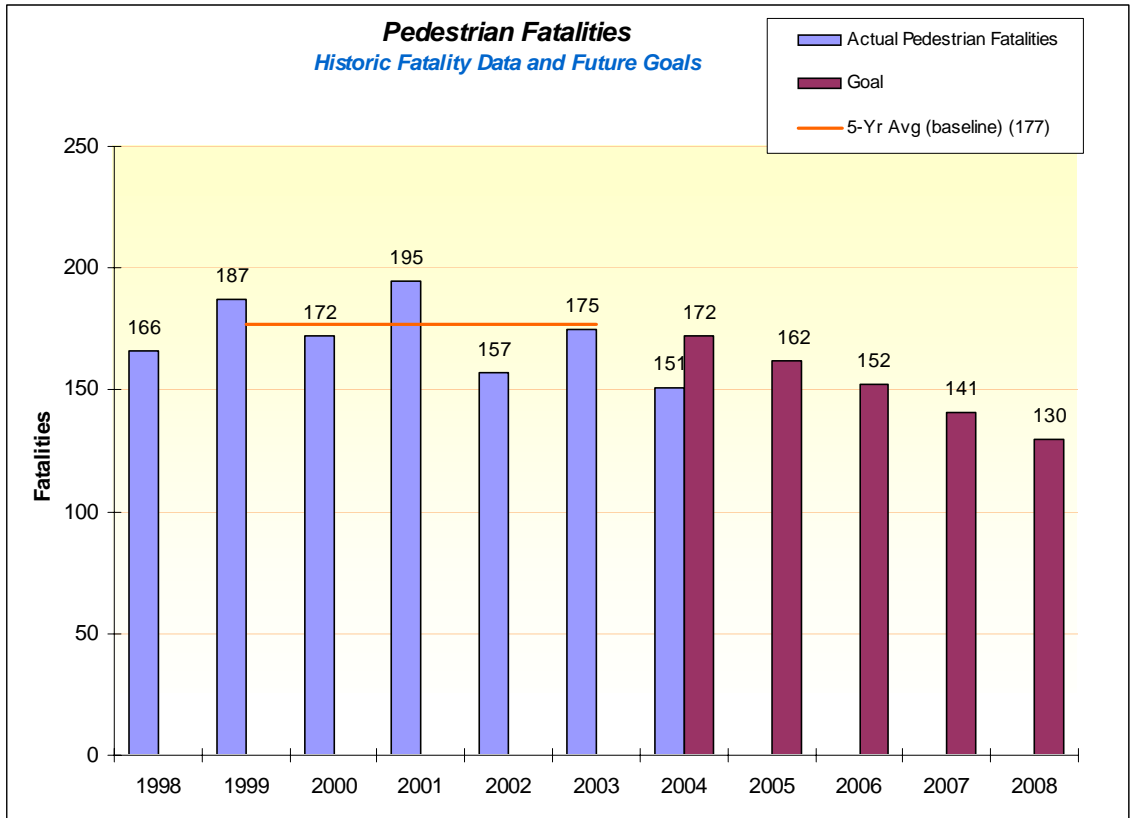


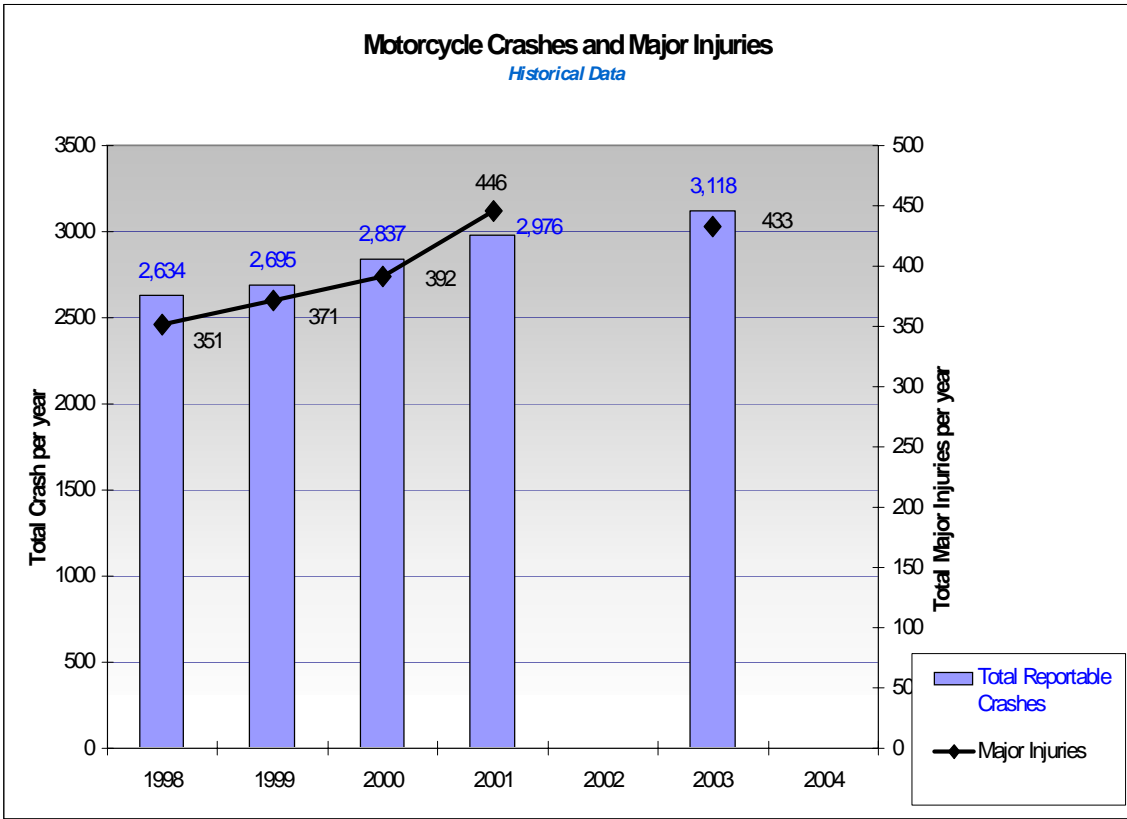
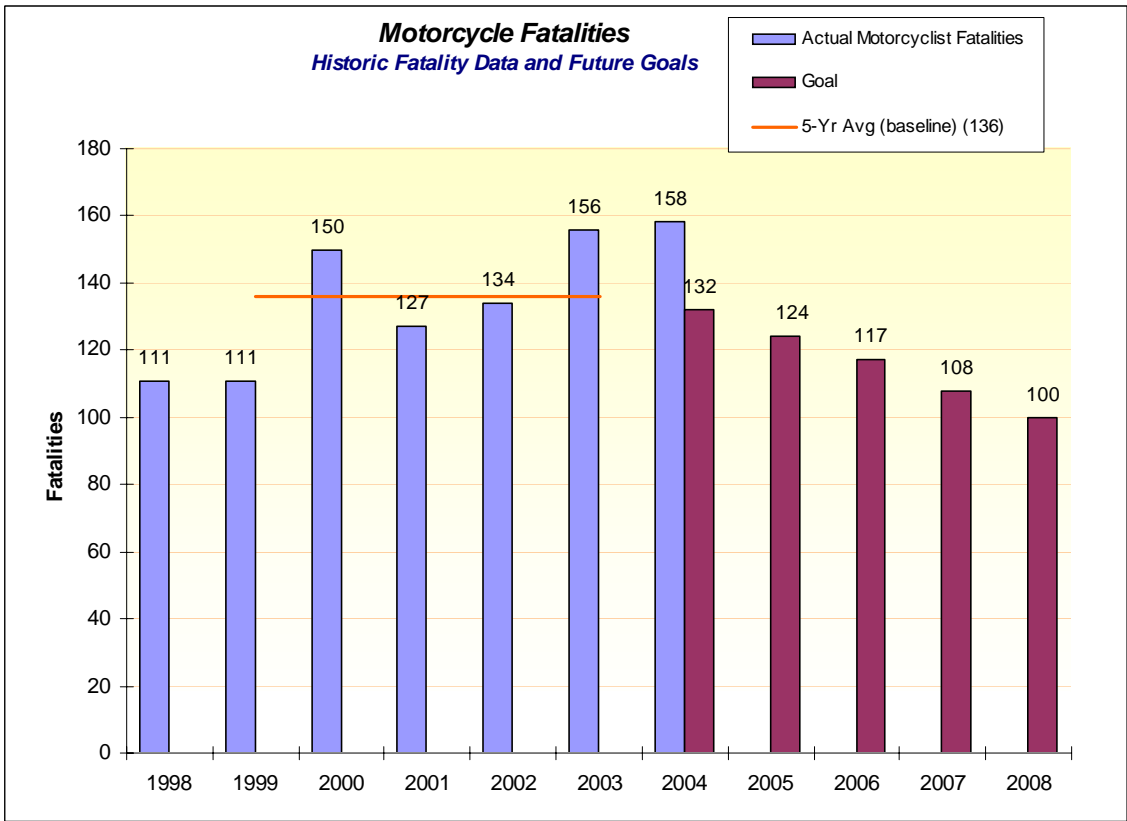


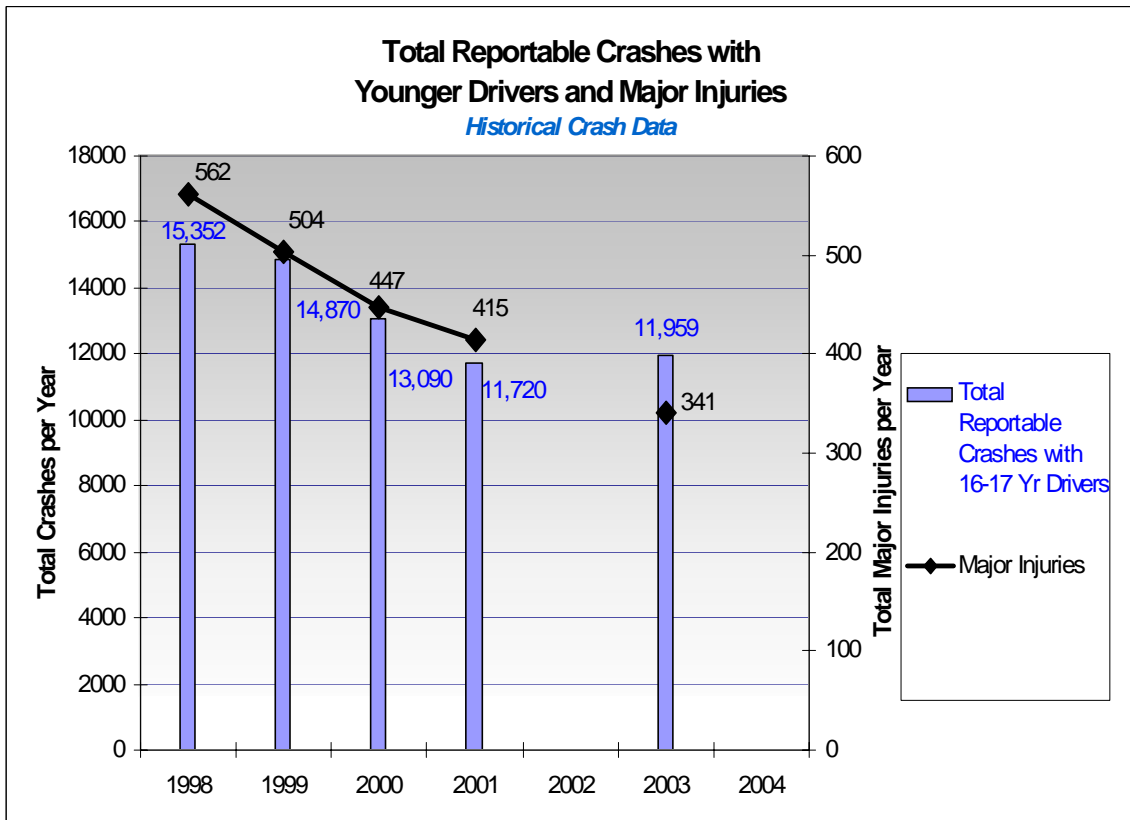
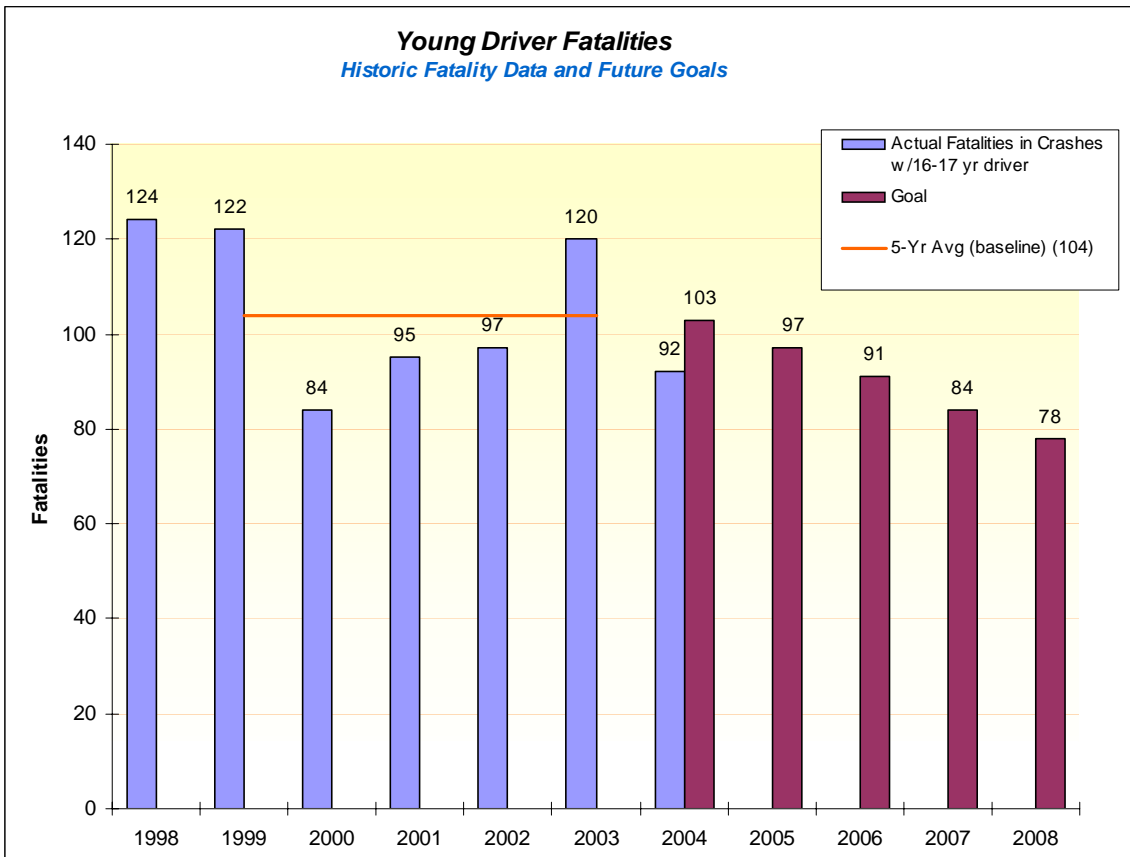


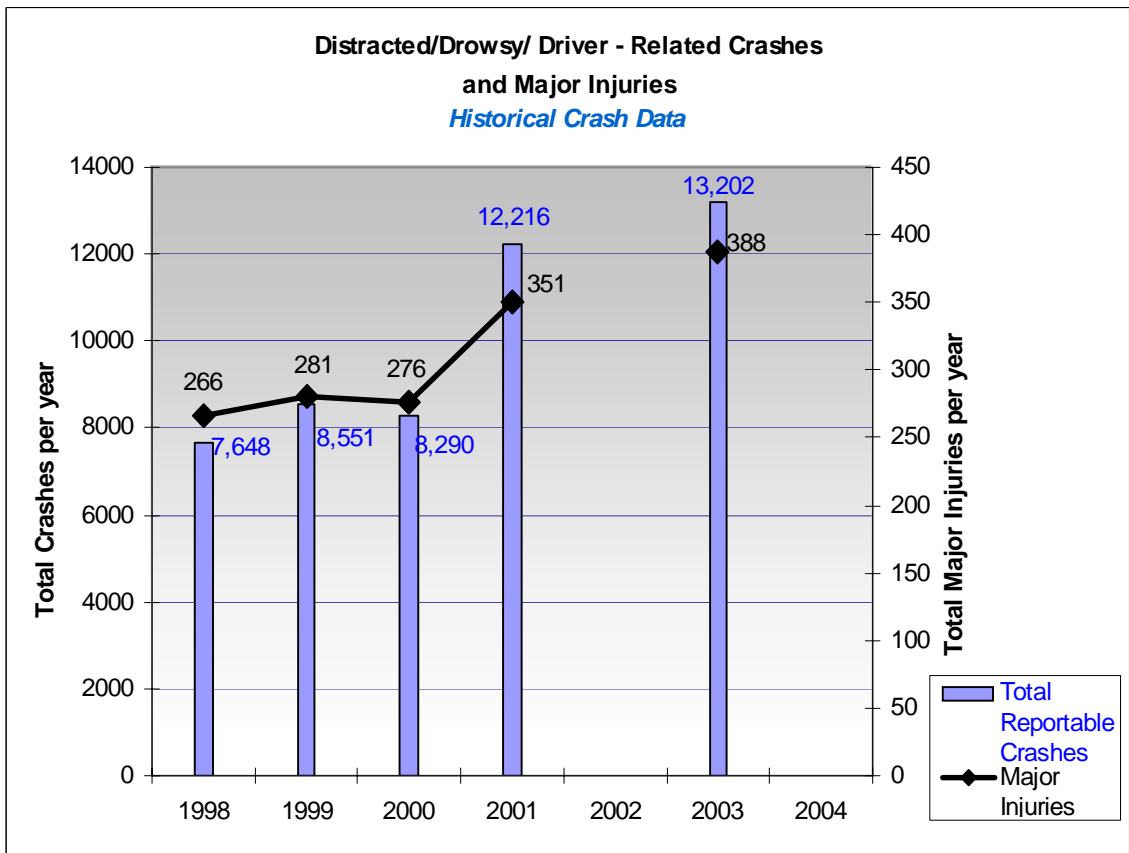
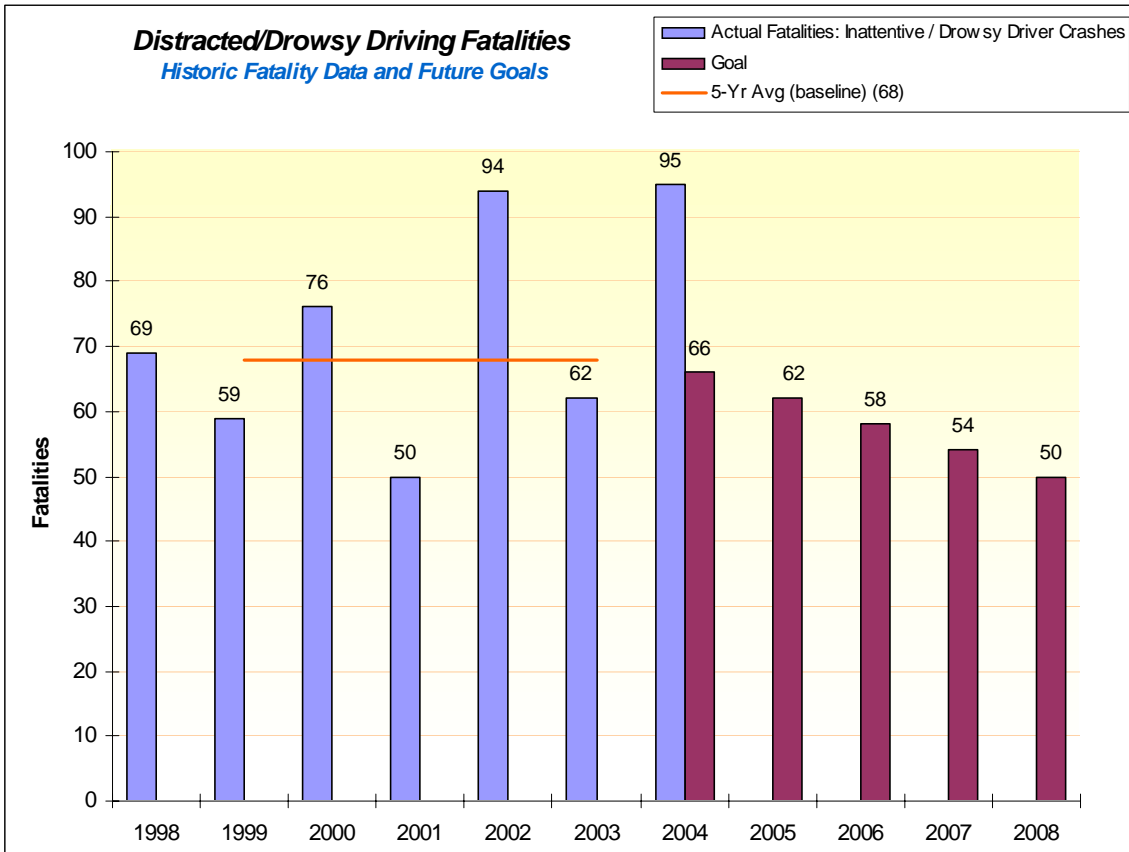


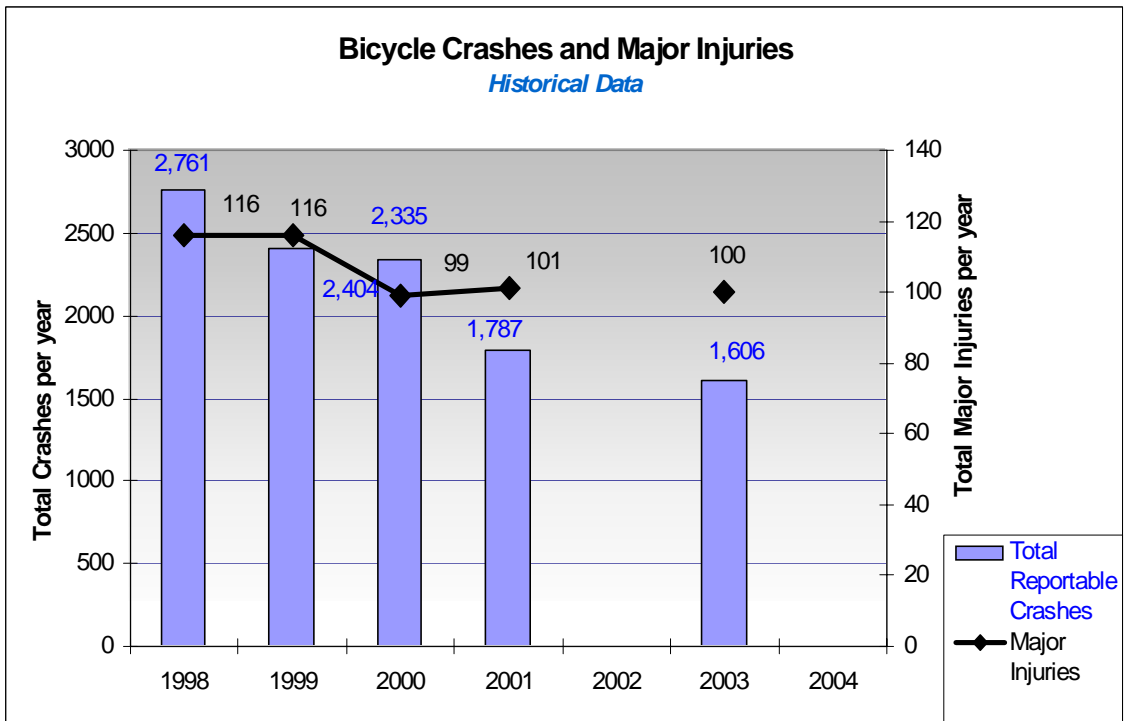
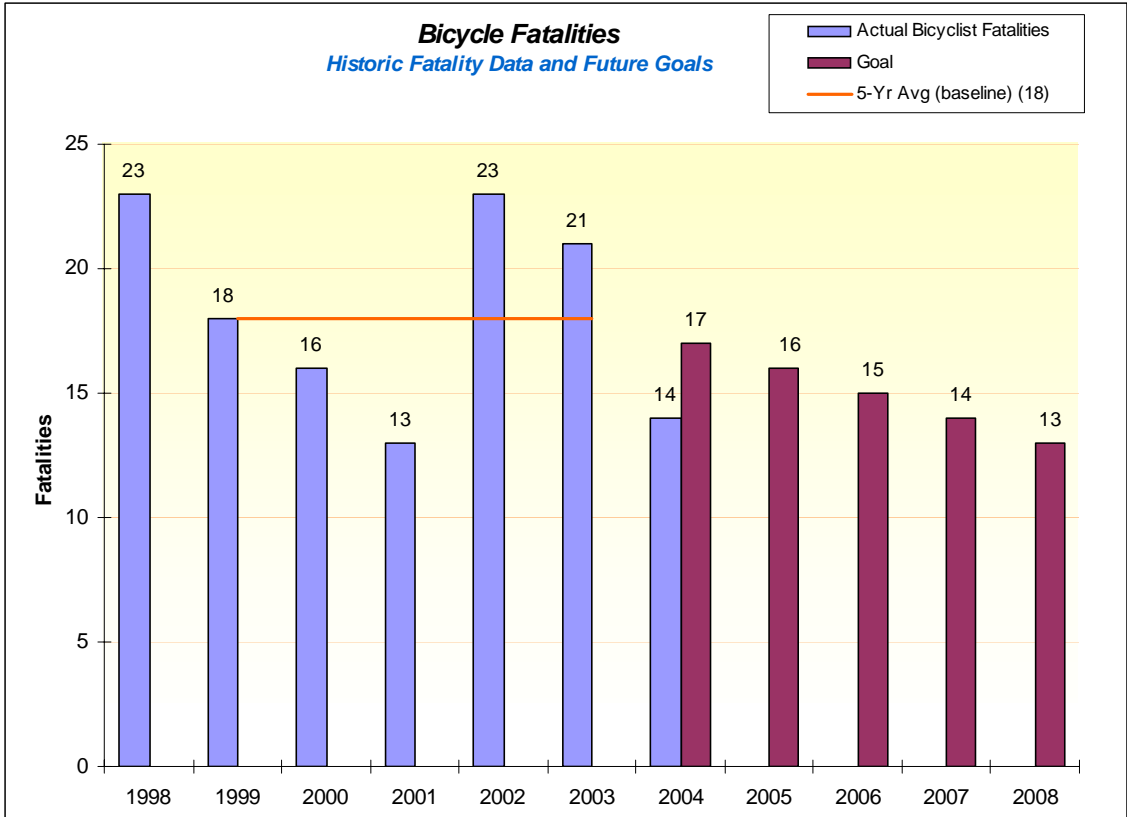












Pennsylvania's Seat Belt Usage Rates and Conversion Rates of Non-Users

