

Annual Highway Safety Report



pennsylvania
DEPARTMENT OF TRANSPORTATION

Pennsylvania Annual Highway Safety Report

Federal Fiscal Year 2020

prepared for
National Highway Traffic Safety Administration

Prepared by
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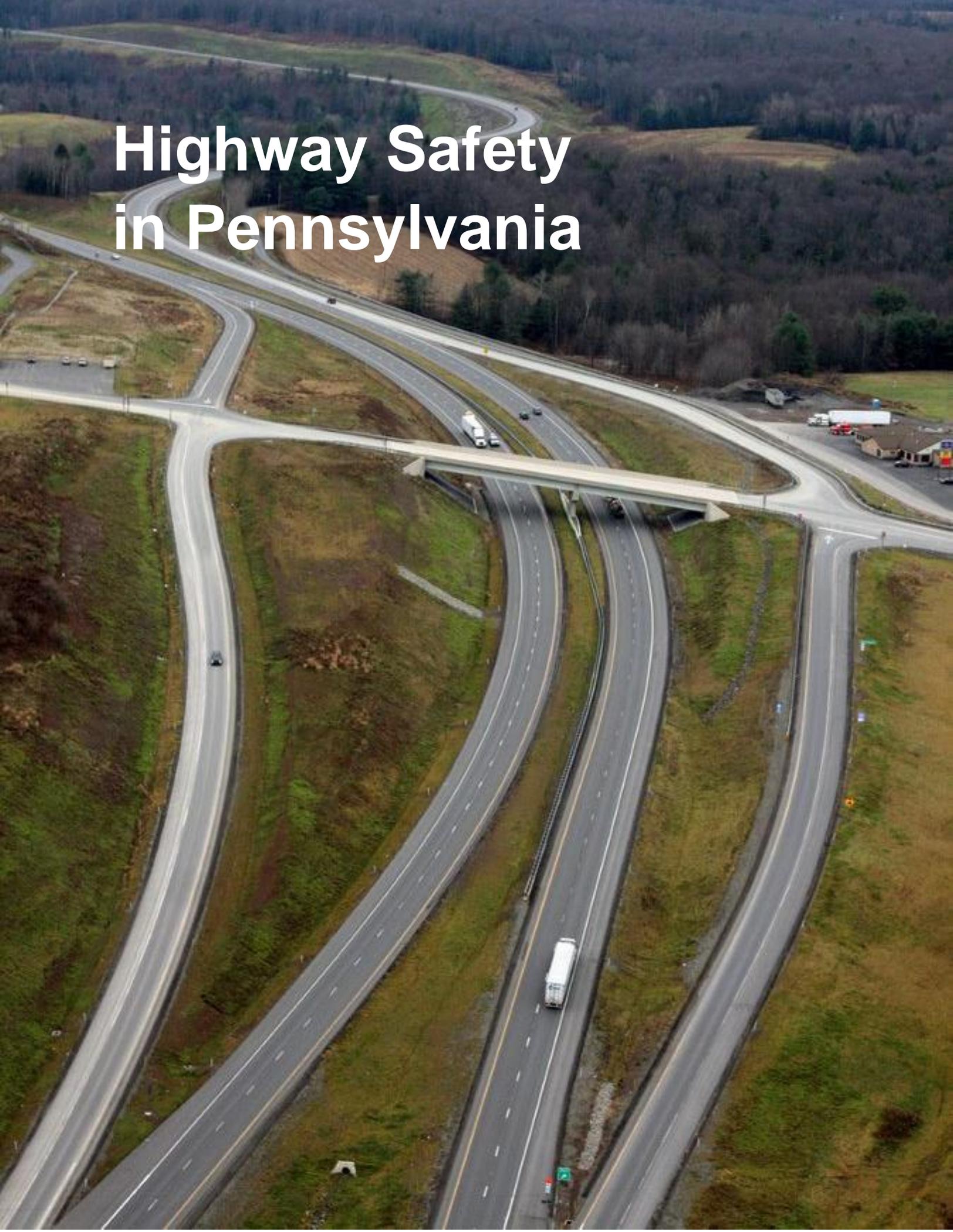


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Highway Safety in Pennsylvania



1. Highway Safety in Pennsylvania

Executive Summary

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2020 (October 1, 2019 through September 30, 2020) 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, driver education programs, 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 2020 Highway Safety Plan (HSP). For FFY 2020, 19 targets were identified. Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2019 data:

- Seven targets were met; and
- Twelve 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).



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 2020 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.
- 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 Education Institute for Law Enforcement Education

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



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

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

Local Safety Partners

The Highway Safety Office has created 11 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 complement 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.
- 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, documented in the current SHSP, is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. 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.

Pennsylvania has identified the following 16 key emphasis areas that have the greatest potential to reduce highway fatalities and serious injuries:

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.
7. Motorcycle Safety.
8. Young & Inexperienced Driver Safety.
9. Enhancing Safety on Local Roads.
10. Improving Pedestrian Safety.
11. Improving Traffic Records Data.
12. Commercial Vehicle Safety.
13. Improving Emergency/Incident Influence Time.
14. Improving Bicycle Safety.
15. Enhancing Safety in Work Zones.
16. 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: www.PennDOT.gov/Safety.

Figure 2.1 Historic Fatalities and Targets

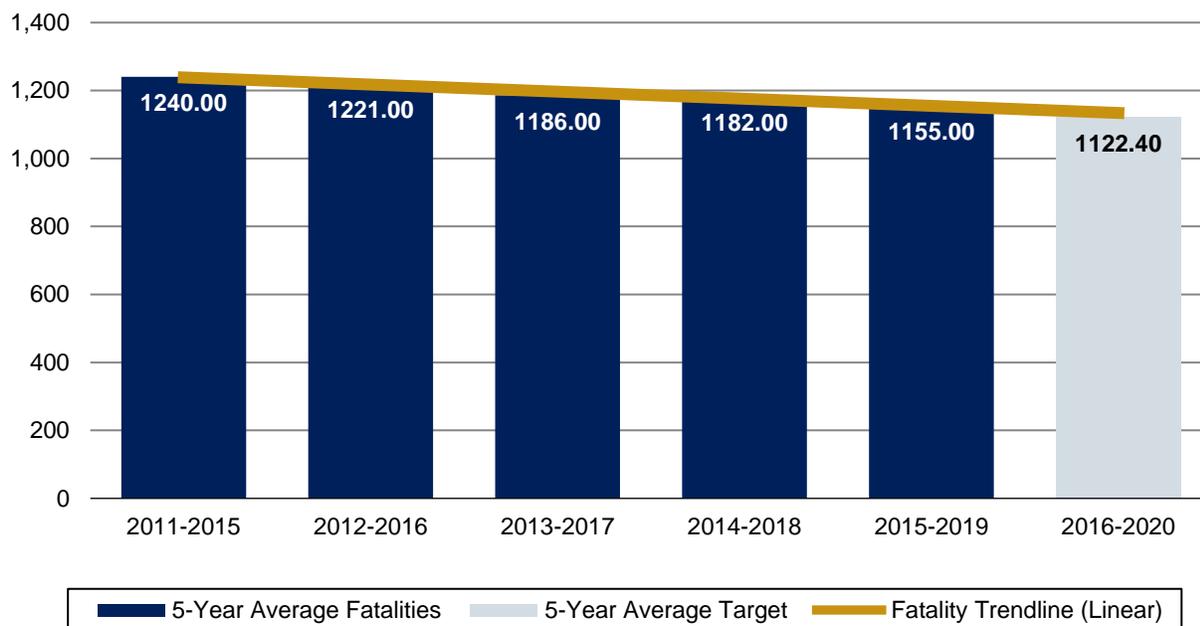


Figure 2.2 Historic Serious Injuries and Targets

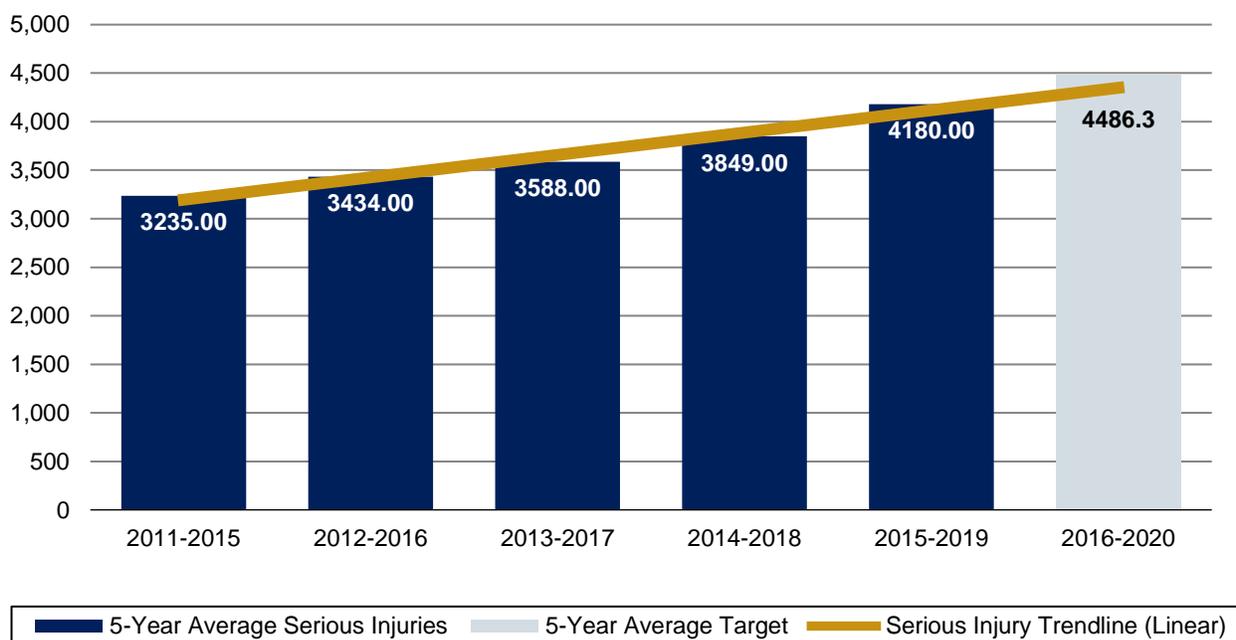
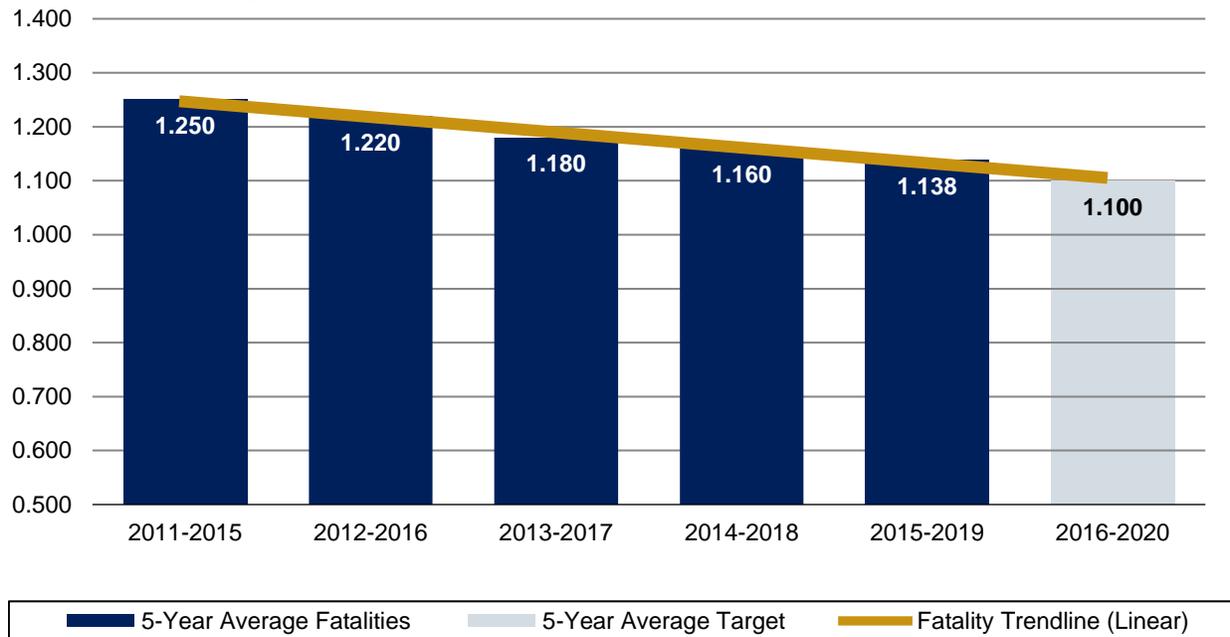


Figure 2.3 Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets



Accomplishments

Annual Traffic Safety Conference

Although the Pennsylvania Highway Safety Office announced the cancellation of the 2020 PA Traffic Safety Conference amid the COVID-19 pandemic, we were excited to still be able to host a series of presentations via webinar. On Friday, April 3, the Pennsylvania State University's Donald P. Bellisario College of Communications speakers provided technical guidance and training designed to enhance skills and abilities when connecting with social media audiences and the public.

A total of 137 attendees joined us for the live webinar, including 43 colleagues from across the country and the Virgin Islands.

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's questions were kept similar to 2019 and continued 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 including 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 2020 survey was conducted from July 27 through August 17, 2020 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. 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, 7,649 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. Responses are down somewhat compared to the 10,133 responses received in the 2019 survey. This may be attributed to the large number of public surveys available, many regarding COVID-19 and the presidential election, competing for participants' time and interest, among other possible factors.

Bucks, Allegheny, Luzerne, Montgomery and York counties accounted for the largest individual response totals, with the total number of responses received from each of these counties ranging from 373 to 703. Approximately 9 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: Clinton, Greene, Sullivan, Cameron, Huntingdon, Forest, and Fulton. 41 of 67 counties' response proportions fall within 0.5 percentage point of their licensed driver population proportions, while most of the other 23 counties fall between 0.5 and 2.5 percentage points of theirs. The most dramatic departures from population proportions are found in Philadelphia (10 percentage points under population proportion), and Bucks and Luzerne counties (each between 4.0 and 4.5 percentage points over population proportions). With these exceptions, the sample reflects the geographical dispersion of Pennsylvania's population.

Key Results

- Similar to the results from the 2019 survey, nearly 91 percent of respondents say they always wear a seatbelt. Younger respondents are less likely to say they always wear a seatbelt.
- Although respondents in each age group were similar for most slogans, fewer younger respondents indicate familiarity with the slogan "Buzzed Driving is Drunk Driving."



- Approximately 88 percent of respondents say they never drive impaired. When asked why they do not drive impaired, approximately 56 percent say they feel it is unsafe, while fear of law enforcement consequences is cited as a reason to not drive impaired by only approximately 18 percent.
- Approximately 84 percent of respondents say they speed at least some of the time. Nearly 67 percent of respondents indicate “I was keeping with the flow of traffic” as a reason for choosing to speed.

FFY 2020 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 2020 HSP. Please note, 2020 data was unavailable at the time of publication. Revised 2020 data points are based on trend lines used to develop the FFY 2021 HSP Performance Targets.

Table 2.1 Progress in Meeting NHTSA Performance Measures Identified in the FFY 2020 HSP

NHTSA Performance Measures	2016 2020 Performance Target	Status	Future HSP Adjustments and Other Comments
Traffic Fatalities	1,171.9	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly downward to 1,122.4 (2016-2020).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.
Serious Injuries	4,400.3	Not Met: Currently available crash data indicates we are expected to not meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 4,486.3 (2016-2020).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.
Fatalities per 100MVMT	1.148	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly downward to 1.100 (2016-2020).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.
Unrestrained Passenger Vehicle Occupant Fatalities	340.6	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 355.9 (2016-2020).	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	211.8	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly downward to 170.1 (2016-2020).	Continued focus towards specialized officer training, planning tools, and associated community outreach will support sustaining this trend.



NHTSA Performance Measures	2016 2020 Performance Target	Status	Future HSP Adjustments and Other Comments
Speeding-Related Fatalities	436.2	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 451.5 (2016-2020).	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	171.0	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 177.5 (2016-2020).	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	85.6	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 88.5 (2016-2020).	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	102.2	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly upward to 122.5 (2016-2020).	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	168.8	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly downward to 165.4 (2016-2020).	The pilot HVE grants supporting pedestrian enforcement have been expanded statewide according to crash data. Comprehensive community-based efforts will accompany enforcement activities.
Bicycle Fatalities	18.8	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2020 data point has been adjusted slightly downward to 17.3 (2016-2020).	In addition to sustained community and cycling group outreach, nonmotorized safety funds will support enforcement activities in data-driven jurisdictions.
Seat Belt Usage	89.9%	Not Met: The 2020 observed rate of 88.9% indicates we did not meet this previously established target.	Continued focus on enforcement and educational outreach efforts are expected to increase seat belt usage rates beyond the 2020 record high.
Drug Impaired Driver Crashes	3,198.6	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2020 data point has been adjusted upward to 3,658.4 (2016-2020).	Enhanced promotion of advanced training and support services are expected to sustain the downward trends in this focus area.
Completeness	0.65	Met: Currently available missing values reports indicate we're on track to meet this previously established target as the current missing values average is 0.38 values per report.	Continued focus towards pre-submittal editing is likely to sustain the progress in this measure.



NHTSA Performance Measures	2016 2020 Performance Target	Status	Future HSP Adjustments and Other Comments
		Not Met: Currently available invalid values reports indicate we are not on track to meet this previously established target as the current average of invalid values per each crash report is 0.44.	Similar to Completeness, continued focus towards pre-submittal editing is likely to sustain the progress in this
Timeliness	10	Not Met: Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are not on track to meet this previously established target as the current average number of days to submit a case is 10.24.	Additional focus will be placed on this measure by the Traffic Records Coordinating Committee during project selection. Police reporting is expected to improve as their COVID-related burdens reduce.
Complete a NHTSA		Not Met: This project was postponed at the request of the PA Department of	This project will be revisited when requested by the PA Department of
Complete Projects to Enhance Driver Education in Pennsylvania	2	Not Met: These projects began in FFY19 but were interrupted in FFY20 due to COVID-19 mitigation. They are both now expected to be completed in FFY21.	These projects are expected to provide additional support towards improving young and novice driver safety. Adjustments will be considered upon receipt of the final reports.
		Met: Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2021 target for the FFY2021 HSP, the projected 2020 data point has been adjusted slightly downward to 65.1 (2016-2020).	Additional focus will be placed on strategic media campaigns and other outreach efforts. New enforcement strategies will be considered in future

Source: Pennsylvania State Crash Record System Data and FARS

Areas Tracked but No Targets Set			
Program Area	FY2018 Data	FY2019 Data	FY2020 Data
Speeding Citations	170,944	162,755	54,084
Seat Belt Citations	18,094	18,302	7,513
DUI Arrests	11,944	11,776	4,369

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 2020 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 2020 Programs supported evidence-based enforcement practices:

1. OP-2020-02-00-00: Municipal Occupant Protection Enforcement & Education Program
2. PT-2020-01-00-00: PA State Police Tasks 3 & 5
3. PT-2020-02-00-00: Municipal Aggressive Driving Enforcement & Education
4. PT-2020-04-00-00: Police Traffic Services
5. M2HVE-2020-01-00-00: PA State Police Task 4
6. M5HVE-2020-01-00-00: PA State Police Task 1
7. M5HVE-2020-02-00-00: Municipal DUI Enforcement

Projects awarded under these program areas were provided \$14,216,280.03 in total grant funding. This represented roughly 58% of the total federal commitments during FFY 2020. Of these commitments, there were \$10,931,140.12 in expenditures during the reporting period, representing a 77% 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 2020 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - National Teen Mobilization	10/14-10/26	100	No	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign- Halloween	10/18-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Aggressive Driving Wave 1	10/21-11/17	300	Yes	Earned Media Theme: Steer Clear Law, school bus, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/25-12/8	250	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/27-1/1	250	Yes	Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	1/29-2/2	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/6-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/16-4/26	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, speeding, work zone awareness
CIOT - National Enforcement Mobilization	5/18-6/7	330	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign – July 4th	6/22-7/5	350	Yes	Earned Media Theme: Boating under the influence, public transportation/ride sharing
Aggressive Driving Wave 3	7/6-8/23	300	Yes	In coordination with Back to School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy Truck, pedestrian safety, red light running, tailgating
Impaired Driving Campaign - National Crackdown	8/19-9/7	400	Yes	Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/13-9/26	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	2/25	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, citations decreased from FY 2019 to FY 2020. This reduction in citations, although not tracked formally for performance measurement, can be attributed to the challenges of conducting traffic enforcement during the COVID-19 Pandemic and periods of social unrest. The cost to conduct enforcement has also increased over time due to inflation while the available federal funds for programs have remained relatively constant.

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 2020 National Mobilization Participation

Table 2.2 provides information for all HVE campaigns supported during FFY 2020. Please note the following additional details for the National Mobilizations:

1. Holiday Season Impaired Driving Mobilization, November 27, 2019 – January 1, 2020
 - 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: 362 roving patrols, 28 sobriety checkpoints, 9 mobile awareness patrols, and 2 “Cops in Shops” details. The enforcement period ran from the night before Thanksgiving through New Year’s Day.
 - c. Citation Information
 - i. Speeding citations: 483
 - ii. Impaired driving citations: 379
 - iii. Occupant protection citations: 123
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Earned and social media was conducted statewide. All PennDOT districts contributed.

2. 2020 CIOT Mobilization (May 18 – June 7, 2020)
 - a. Participating and Reporting Agencies
 - i. PA state police troops: 0
 - ii. Municipal law enforcement agencies: 237
 - b. Enforcement Activity
 - i. Roadways with unbelted crashes were identified via crash data. Enforcement strategies included roving patrols and traffic enforcement zones. Due to COVID-19, 111 municipal departments who expected to participate did not conduct enforcement. The state police shut down CIOT enforcement during this time period as well.
 - c. Citation Information
 - i. Speeding citations: 7,448
 - ii. Impaired driving citations: 94



- iii. Occupant protection citations: 1,030
 - 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.
- 3. Labor Day Impaired Driving Mobilization (August 19 – September 7, 2020)
 - 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: 526 roving patrols, 16 sobriety checkpoints, and 21 mobile awareness patrols.
 - c. Citation Information
 - i. Speeding citations: 1,237
 - ii. Impaired driving citations: 432
 - iii. Occupant protection citations: 162
 - 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 2020 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 2020. Assessment of these countermeasures will be limited to avoid speculation.





Occupant Protection



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

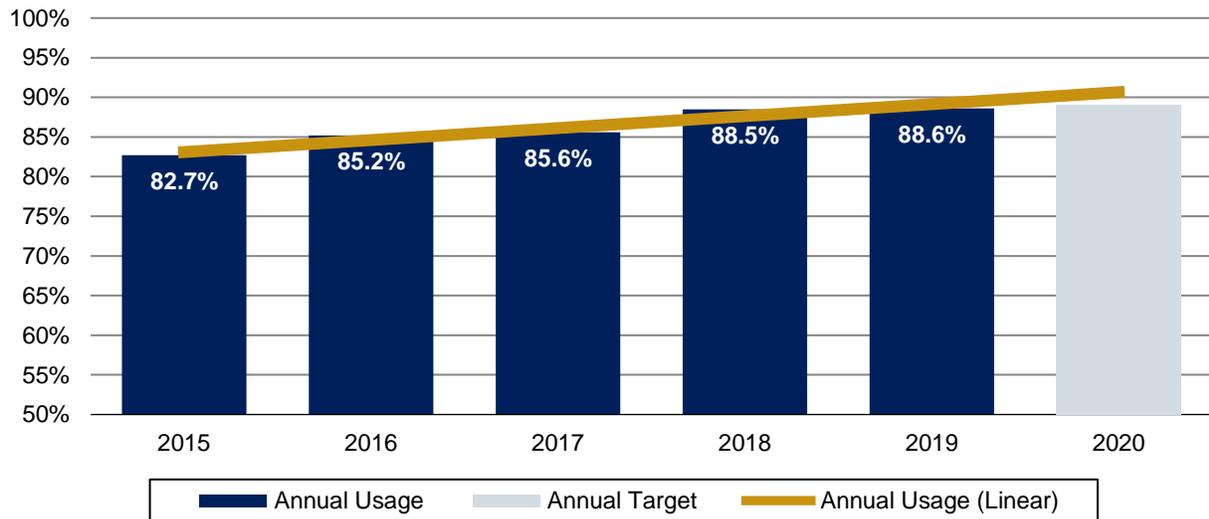
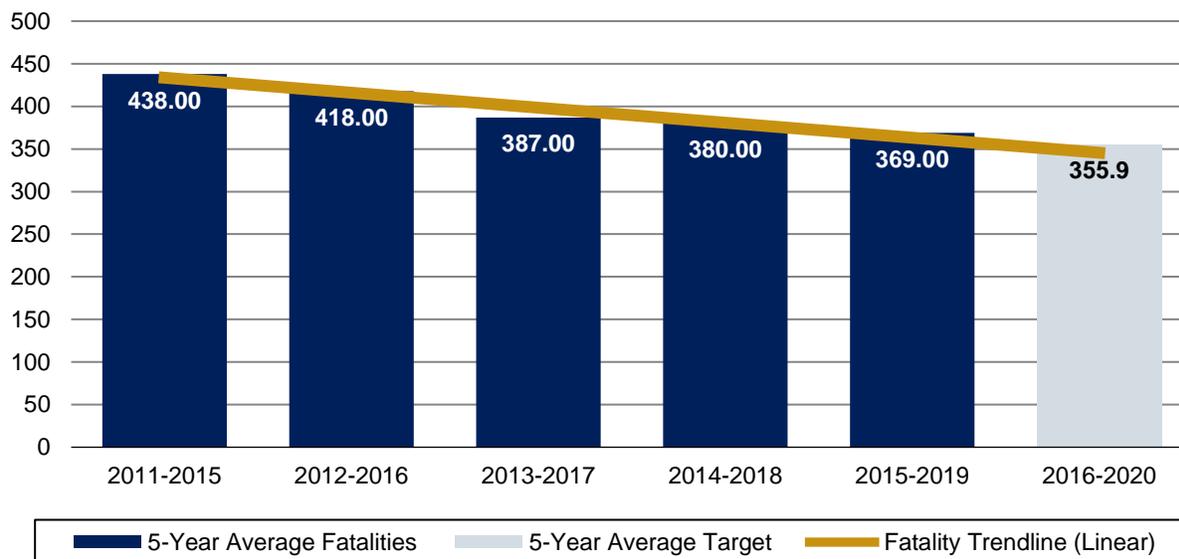


Figure 3.2 Unrestrained Passenger Vehicle Occupant Fatalities
Historical 5-Year Averages and Targets



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 2019 and May 2020 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 25 through December 15, 2019 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 264 municipal departments were funded with \$400,906.71 and conducted 8,300 hours of enforcement. Grantees contributed an additional 155 hours of in-kind enforcement. The mobilization resulted in 11,376 total citations including 933 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 2020 CIOT mobilization (May 18 through June 14) included 267 funded agencies, totaling \$511,249.03 for 11,114 enforcement hours including 393 in-kind enforcement hours. The planned NHTSA-coordinated Border to Border campaign on May 18, 2020 was cancelled due to concerns over the COVID-19 pandemic. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. The CIOT mobilization resulted in 19,754 contacts and 15,206 citations, including 1,064 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 2020 totaled 2,939 hours and produced 6,869 contacts resulting in 199 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 55 percent, or 10,651 hours of nighttime enforcement.

Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted from October 14 through October 26, 2019. Ninety-two law enforcement agencies (LEA) from across Pennsylvania participated in the mobilization that reached over 144 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 48,500 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 144 Informational Seat Belt Details on high school campuses, made 3,399 direct enforcement contacts and wrote 499 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, and crashes by time of day, type of vehicle, and age and sex of drivers. Data related to high-risk areas and demographics is also provided to target the NHTSA paid media buy for the Memorial Day Mobilization and other identified campaigns.

Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2020-01-19-00 Federal; M2HVE-2020-01-20-00 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, issuing 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-2020-02-19-00 Federal; OP-2020-02-20-00 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.

As part of this program, Pennsylvania was scheduled for an occupant protection assessment in FFY 2020. The assessment, which occurs every five years, complies with the FAST Act requirements for 405(b) funding. Initially scheduled for April 2020, and then delayed several times due to the pandemic and COVID-19 mitigation efforts, the assessment was ultimately postponed to and completed in FFY 2021 as part of the waiver authorized under the CARES Act.



Results:

- Funding provided to municipal police departments based on number and severity of crashes to participate in Thanksgiving 2019 and May 2020 Click It or Ticket enforcement campaigns.
- 10,651 hours (or 55% of all hours) were performed at nighttime for the two primary enforcement mobilizations (Thanksgiving and May/June).
- 92 Law Enforcement Agencies participated in the Teen Seat Belt Mobilization from October 14 to October 26, 2019.



- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 13-26, 2020) and 63 law enforcement agencies participated in

this enforcement mobilization.



- Occupant Protection Program Assessment was delayed to FFY 2021 due to the pandemic and COVID-19 mitigation efforts as part of the waiver authorized under the CARES Act.

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). 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 non-credit 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 156 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 2020, 4,379 seats were purchased by the state and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2020-01-19-00 Federal; OP-2020-01-20-00 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 975 child safety seat checks during fiscal year 2020.
- Completed an average of 65 events and checked an average of 330 child restraints during 3 mobilization periods.

Statewide Child Passenger Safety (CPS) Coordination (CP-2020-02-19-00 Federal; CP-2020-02-20-00 Federal /CP-2020-02-19-00 State; CP-2020-02-20-00 State)

The primary components of the Pennsylvania Child Passenger Safety Project are training, and educational activities designed to increase the 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 233 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use, and 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. Currently, there are 165 Loaner Programs in 55 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 13 NHTSA CPS Technician Courses, certifying 149 new technicians and 26 new instructors.



CPS technician training courses safely resumed with COVID-19 protocols in place, including smaller class sizes, mask wearing, and outside classrooms such as this open ambulance bay.

- Conducted 16 renewal courses and 33 Technical Update classes.
- Conducted Hospital Educational Trainings which included:
 - 36 CME/CEU courses with 250 participants;
 - 1 pediatric webinar approved for CME/CEU with 238 attendees; and
 - 73 requests for CEU towards CPS recertification and no requests for CME/CEU.



- Conducted 46 training programs for school staff, caregivers, and school transportation providers with 4,114 adult and child participants.

Summary

Occupant protection efforts were continued during FFY 2020. 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. Fifty-five 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



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 2020.

Pennsylvania State Police – Police Traffic Services (PT-2020-01-19-00 Federal; PT-2020-01-20-00 Federal)

Every Pennsylvania State Police (PSP) 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 designated highway safety corridors where fines are doubled for most moving violations. Over 217,000 traffic citations were written during STEP details in FFY 2020. 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:

- All 16 PSP troops participated in aggressive driving enforcement during FFY 2020. The State Police completed 4,515 overtime enforcement hours.
- 13,445 hours of STEP overtime enforcement were completed.

Municipal Aggressive Driving Enforcement and Education Program (PT-2020-02-19-00 Federal; PT-2020-02-20-00 Federal)

The state police as well as 216 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 2020, 216 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-2020-04-19-00 Federal; PT-2020-04-20-00 Federal; M5HVE-2020-02-19-00; M5HVE-2020-02-20-00)

PennDOT offered single enforcement grants to nine different agencies in FFY 2020. 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 2020 marked year five for the cities of Pittsburgh and Philadelphia's Police Traffic Service (PTS) grant and year four for both Bucks and Chester counties. Lehigh Township, Old Lycoming Township, Towanda Borough, and Warren County all just completed their second year as a PTS grantee. Lawrence Township in Clearfield County just completed their first year. Preliminary results of the programs are positive. Over 21,000 motorists were contacted through overtime enforcement efforts under these grants.



PA State Police - LIDAR Pilot (PT-2020-06-19-00; PT-2020-06-20-00 Federal)

Speeding and aggressive driving continue to be leading causes in highway fatalities in Pennsylvania. Traditional stationary RADAR speed enforcement continues to be an effective countermeasure, however it has limitations in congested areas, where enforcement of aggressive drivers is most effective.

Pennsylvania recently passed legislation amending PAVC 3368(c)(5) allowing LIDAR as a speed timing device to be used by the Pennsylvania State Police. LIDAR devices can be used in congested areas where RADAR is difficult to use. This activity seeks to add a minimum of 75 LIDAR devices for use in PSP's speed enforcement efforts.

PSP will conduct training for patrol members in the use of LIDAR. With this more accurate technology, PSP will develop additional deployment strategies and adjust initial deployment as needed. PSP will also develop relevant policy and procedures for the use of the devices. These devices would support speed enforcement as part of STEP and PAADEEP patrols. They would also be used during holiday enforcement and various other HVE programs to reduce speed and aggressive driving related crashes.

Results:

- No result to report as this activity was not implemented in FFY20. Additional vehicle code regulation updates are required before this activity can be implemented.

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 Safety



Motorcycle Safety

Over the last decade, Pennsylvania saw a 1.4 percent decrease in licensed motorcyclists, and a 6.89 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 Motorcyclist Fatalities
Historical 5-Year Averages and Targets

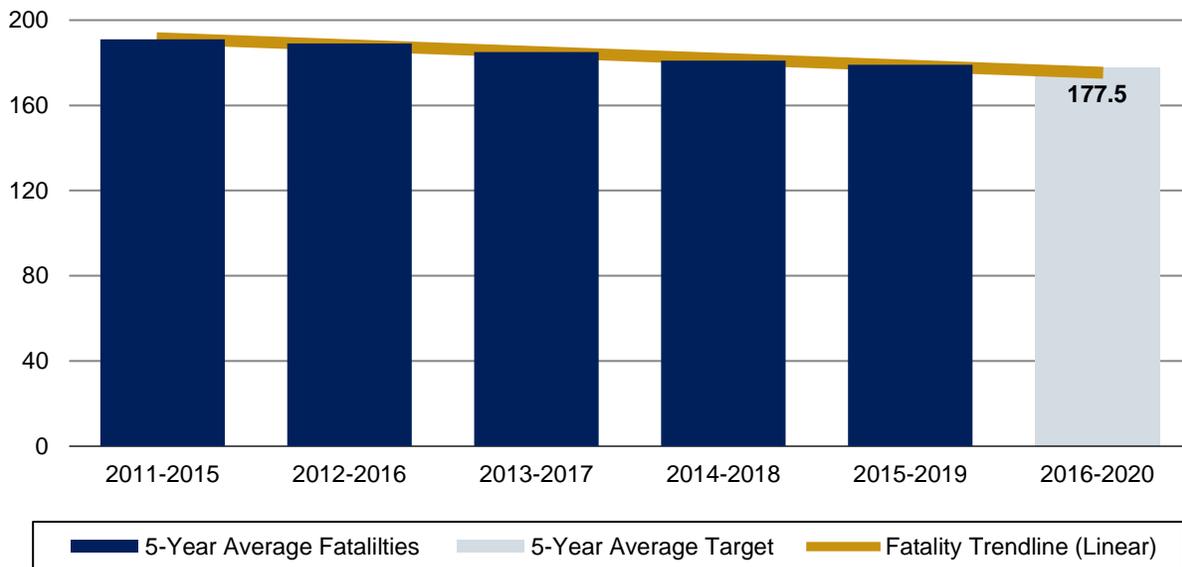
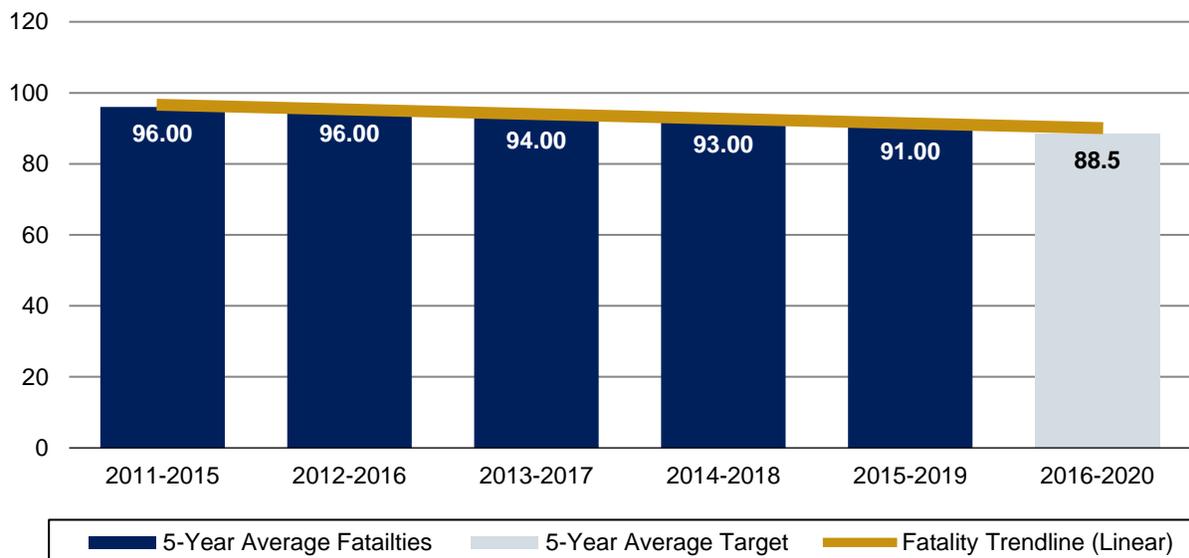


Figure 3.5 Unhelmeted Motorcyclist Fatalities
Historical 5-Year Averages and Goals



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 35th 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 advanced riders to refresh and refine their skills. There are four 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 13,662 students in motorcycle training courses in calendar year 2019. Calendar year 2020 data is not yet available.



In addition to free training courses, the Motorcycle Safety Program also provided SkidBike demonstrations at high schools in northeast PA as part of National Teen Driver Safety Week.

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-2020-01-19-00 Federal; M9MA-2020-01-20-00 Federal/M9MA-2020-01-19-00 State; M9MA-2020-01-20-00 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. Typically, paid media with safety messaging is deployed during Motorcycle Safety month in May. In 2020 however, the safety messaging campaign was delayed until September due to staffing changes within the Bureau of Driver Licensing and the COVID-19 pandemic. 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, using all protective gear, and having safe riding experiences. The grassroots effort of the program is PennDOT's Live Free Ride Alive booth, where representatives talk to riders about the importance of getting licensed, getting trained, riding sober, and not speeding. 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.

All motorcycle rallies were canceled in calendar year 2020 due to the COVID-19 pandemic. As a result, the LFRA booth was not utilized during this time. Materials and messaging were still made available throughout the Commonwealth via social media.

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.



Results:

- All motorcycle rallies in calendar year 2020 were canceled due to the COVID-19 pandemic.



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

Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years.

Performance Targets

Figure 3.6 Pedestrian Fatalities
Historical 5-Year Averages and Goals

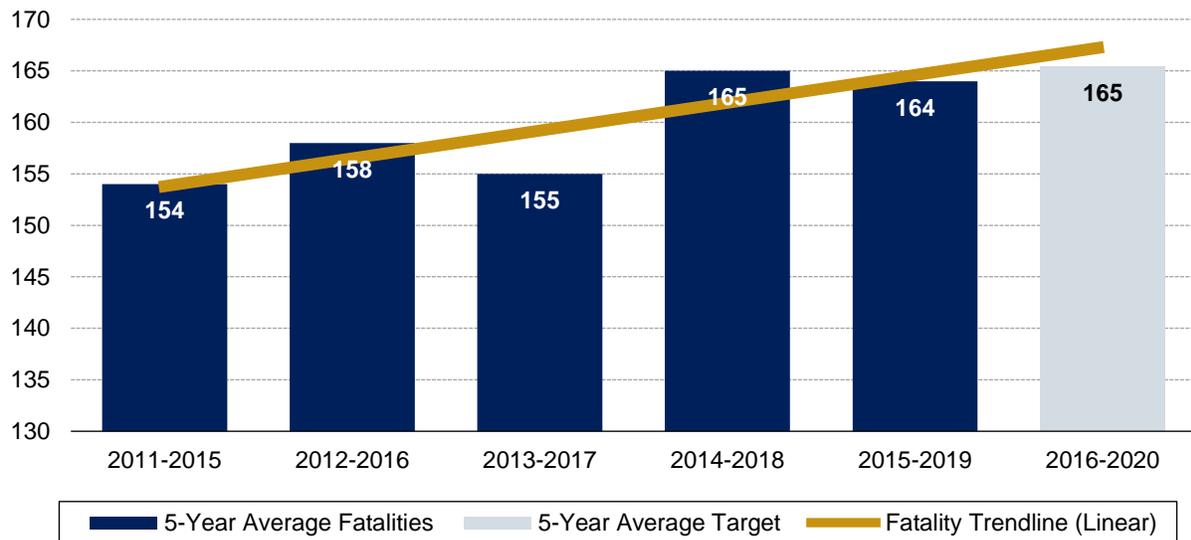
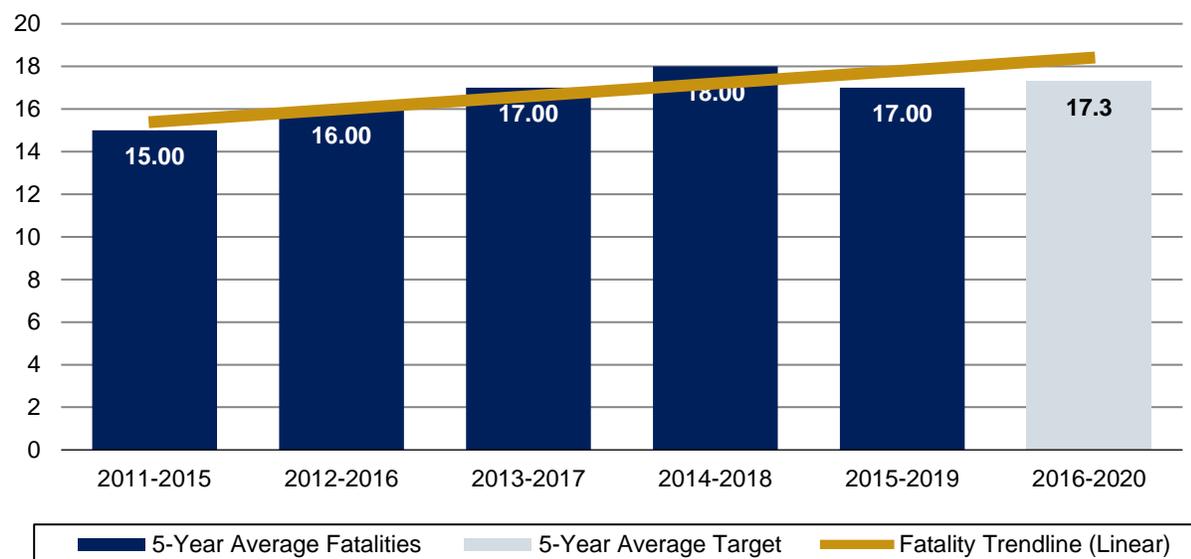


Figure 3.7 Bicyclist Fatalities
Historical 5-Year Averages and Goals



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-2020-01-00-00 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 2019-2020 to merge them into the FFY2021-2022 Police Traffic Services grants program, aligning 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-2020-01-00-00 Federal)

These funds were dedicated towards the development of [videos focusing on bicycle and pedestrian safety law-related topics](#), including Pennsylvania's four feet passing law, dooring law, and pedestrian crossing law. Although planning initially began in FFY2019, work was postponed until FFY2020. Re-scheduled for May 2020, National Bicycle Safety Month, the media buy was delayed again until August 2020. Stay-at-home orders amidst COVID-19 mitigation did not permit for the continuation of the filming schedule and it was put on hold for several weeks. Eventually, we moved forward, finishing the last of the assets with purchased stock footage that fit the overall campaign feel. Mixed media tactics were used to build safety awareness and effectively capture key audiences, which included all Pennsylvanians, with an emphasis on motorists, cyclists, and pedestrians in Harrisburg, Pittsburgh, and Philadelphia.





Metrics show the buy resulted in more than 10.2 million impressions, over 2.2 million views, and 41,556 clicks. The overall view rate was 36.16%, with cost per view (CPV) at \$.01. The overall click-through rate (CTR) was 0.41% with cost per click (CPC) settling at \$1.29. Additionally, the Pennsylvania Association of Broadcasters delivered a total of 7,043 radio and TV spots valued at \$394,050, delivering a 12:1 return on investment.

Purchased media included:

- Facebook and Instagram: These platforms are frequently used throughout the day with deep engagement and have the capability to target individuals strategically. Media components included both videos and images.
- Google Responsive Display: This machine-learning software tests various creative options and optimizes for the best performing version to then run as native content while a user browses the internet.
- Google Video Network: A popular wide-reaching video network that has high audience consumption and engagement.
- Pennsylvania Association of Broadcasters: The State Broadcasters Association 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.
- Snap Chat: This platform is frequently used among friends to document their social lives; messaging will be timely and relevant to the target audience. Media components included story video ads.

Results:

- Six videos were completed, along with radio and still assets, to deliver a paid media campaign in August 2020.
 - [Crossing Law :15](#)
 - [Crossing Law :06](#)
 - [Passing Law :15](#)
 - [Passing Law :06](#)
 - [Dooring Law :15](#)



- [Dooring Law :06](#)

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 2020 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



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 two groups:

1. The Analysis group is responsible for receiving, processing, analyzing, and converting crash reports into usable crash data. This group is comprised of three 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
2020 Target	0.30	0.40	10.00
2019 Target	0.70	0.40	9.10
2019 Actual	0.38	0.44	10.24



Countermeasures (Programs and Projects) and Results

Crash Reporting Law Enforcement Liaison (LEL) (M3DA-2020-01-19-02 Federal; M3DA-2020-01-20-02 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.

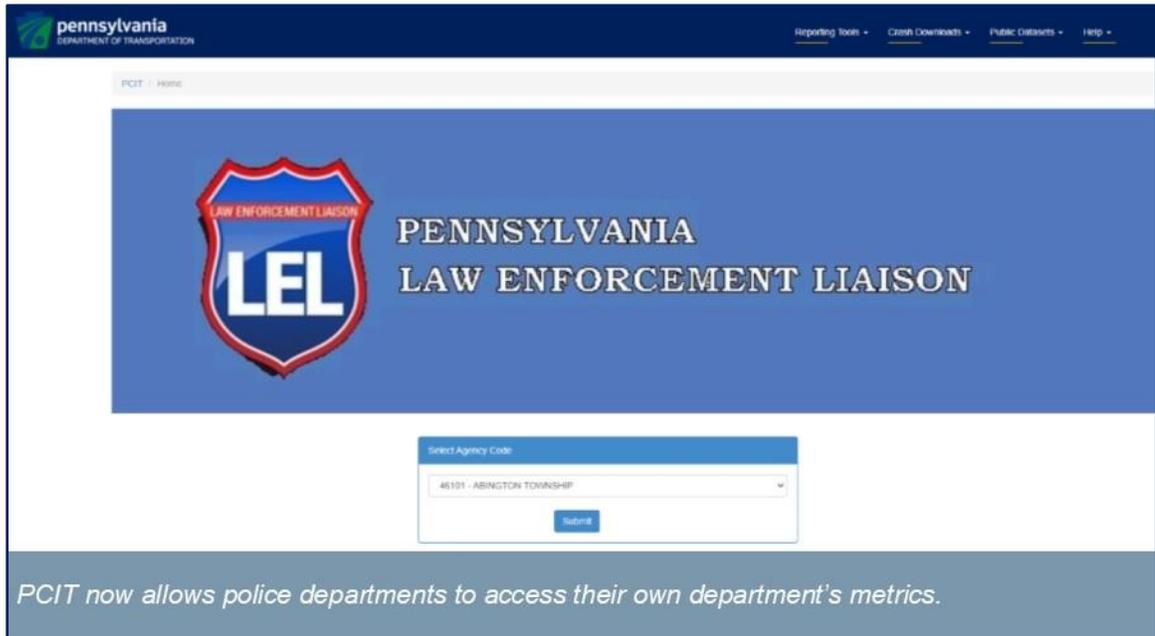
The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the state. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness. This project 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 11th year of the Crash Records (CR) project.

Results:

- As the move to electronic submission itself improved completeness, accuracy, and timeliness, the Crash LEL program has begun to evolve to find new ways to make these improvements. A new section of the Pennsylvania Crash Information Tool (PCIT) allows police departments to access their own department's metrics. The Crash LELs have begun to introduce this at their trainings and provide these metrics directly to police through their own access. Additionally, the program has begun focusing on the TraCS to Locals sub-project, which allows LEAs to report citations electronically in addition to



electronic crash reports.



Crash Architecture and Public/Partner Data Interface (M3DA-2020-01-19-03 Federal; M3DA-2020-01-20-03 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, which 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 2020 to include business partner access Pennsylvania’s grantee network. This access will be putting vital putting crash data directly in the hands of those who need to address the specifics of making behavioral safety improvements. The web address for PCIT is <https://crashinfo.penndot.gov>.

M.A.C.H (M3DA-2020-03-18-00; M3DA-2020-03-19-00 Federal)

Mobile Architecture for Communications Handing (M.A.C.H) is collaborative command and control communications software that can be installed in car computers, dispatch centers and emergency operation centers. M.A.C.H. enabled vehicles will be able to pull more complete and



up to date information for all 50 states and Canada. Improved data elements are made available through innovative internet communications architecture that allows public safety agencies to share information.

These improved data elements would allow for real-time mapping of the location of planned sobriety checkpoints and areas of corresponding roving patrols, on-going crash scenes and detours due to construction. This enhanced data also allows law enforcement in the area to respond to each situation with background information that is typically not available.

Results:

- No result to report as this activity was proposed for FFY20 but never became an approved project.

Crash Backlog Processing Support (M3DA-2020-05-18-00; M3DA-2020-05-19-00 Federal)

This activity focuses on clearing the backlog of crash crashes faced by The Department of Transportation's Crash Program. The backlog developed and grew due to a series of retirements and unfilled vacancies from transfers and promotions. Changes were made to staff classifications and a reorganization was conducted within the Unit.

Once changes were completed it was vital to address this backlog to avoid using incomplete data for future planning and reports. This activity paid overtime for staff to reduce the backlog with a goal to complete all 2019 crash data by June 1, 2020 and reduce the crash case backlog from the current 42,000 cases to 22,000 cases by September 30, 2020.

Results:

- The 2019 crash data was completed on June 15, 2020 missing the proposed goal by two weeks. The crash case backlog was reduced to 22,000 cases by September 30, 2020 and met the goal as outlined in the FFY20 Highway Safety Plan.

Implementation of Local Roads to PennDOT's Databases (M3DA-2020-06-18-00; M3DA-2020-06-19-00 Federal)

The FAST Act specified that states must meet certain criteria for collection of Fundamental Data Elements. It was clear when the specification was stated that Pennsylvania was not going to meet those requirements by the 2026 deadline based on the rate of data collection at that time. Without a complete inventory of local roadway segments, it was not even possible to provide an estimate for completing the requirements. Now that the local roadway inventory is nearly complete, a reasonable estimate of work can be identified.

The overall project was planned to be completed in phases. The first phase was to identify the data system needs and complete development of the computer systems necessary to collect all the fundamental Data Elements for all public roadways statewide. Phase 2 was development and testing of the computer systems. Phase 3 was to secure the services needed to perform the data collection tasks to meet the 2026 deadline.



The objective of this project was to provide funding to improve the data collection methods and to secure the manpower needed for FDE data collection efforts.

Results:

- This project was started late in FFY20 and would not have been completed by the close of the grant year. Phase 1 was completed, and Phase 2 was started in FFY20. As such, the TRCC voted to extend these efforts to continue into FFY21. Progress is ongoing and will be reported in the FFY21 Annual Report.

Summary

Projects that were implemented in FFY 2020 were outlined in the 2020 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 and 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



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 biannually submit proposals to the Highway Safety Office for review and two-year 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-2020-01-19-00 Federal; CP-2020-01-20-00 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-2020-06-19-00 Federal; CP-2020-06-20-00 Federal)

Pennsylvania was expected to host the 2020 GHSA Annual Meeting in Pittsburgh. Unfortunately, the event was cancelled due to the COVID pandemic. PennDOT had an agreement with GHSA to reimburse certain necessary conference costs through the GHSA Support Services grant (TASK 3). Some of these costs included audio/visual, shipping, printing, speaker fees, and travel. Approximately 10% of the costs were already incurred and reimbursed before the cancellation of the conference.

Results:

- The GHSA Support Service Grant also covered a Communications Audit (TASK 1) and a Law Enforcement Liaison Review (TASK 2). Both of these reports were fully invoiced and completed during FY 2019.

Judicial Education Relating to Highway Safety Strategies (CP-2020-07-19-00 Federal; CP-2020-07-20-00 Federal)

Currently there is no standardized curriculum for providing judges with a specifically focused training protocol relating to recognized countermeasures against Driving Under the Influence of Drugs (DUID) or Alcohol (DUIA) and the existing and emerging technologies in support of the countermeasures. As a result, trial judges responsible for deciding disputes arising from prevention, detection, apprehension and correction of impaired driving may have no familiarity



with the science, best technical practices and related constitutional and evidentiary issues raised in court before trial.

The objective of this project was to establish funding for judicial education on topics relevant to highway safety enforcement, particularly in connection with the NHTSA publication “Countermeasures that Work”. This was to be accomplished by providing dedicated funding to the Court Administrator’s Office to pay for travel expenses for such presenters and, when public salaries do not pay for their time, to compensate them. In addition, it was to provide dedicated funding to the Court Administrator’s Office to fund “scholarships” (reimbursement for travel expenses) for up to six judges to attend out-of-state programs in the NHTSA Region 2 area or where relevant education occurs on the same topics.

Results:

- The SHSO was unable to secure an organization to apply for and administer this funding. The SHSO will continue to explore this potential initiative in the future.

Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2020. 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.





Be Safe PA.

Distractions are everywhere.

Don't Drive Distracted

**Communications
and Media**



Communications and Media

PennDOT's central communications 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 communication office staff also helped by promoting national mobilizations, announcing the state's lowest fatality number since record keeping began in 1928, and by continuing to promote the Pennsylvania Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

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

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

Be Safe PA

Paid media was 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. Mixed media tactics were used to build overall safe driving awareness and effectively capture key audiences, which included all Pennsylvanians, with a primary audience of males, aged 21 to 34, with a minority skew. Departmental crash data was used in targeting the demographic.

Pennsylvania's highway safety media has never before utilized one overarching theme, other than our PennDOT logo. In an effort to make highway safety messages more easily recognizable by our audience, new tagline "Be Safe PA" was introduced in 2020 and used on all media buy materials, added to the website, and used in messaging on social media.

After analyzing PennDOT's metrics for past media campaigns, [videos were added](#) for the first time in 2020 in order to increase metrics and improve exposure to the ads. Results were measured by comparing metrics for the 2020 Media Buy with metrics from 2019, when video was not used.



Impaired Driving

PennDOT spent nearly \$650,000 in state funds to conduct an impaired driving media campaign in support of the Saint Patrick’s Day (March) and 4th of July (June) Impaired Driving Campaigns. Metrics show the two buys resulted in nearly 60 million impressions, over 350,000 clicks, and more than 18 million views. The overall view rate was 30.80%, with cost per view (CPV) at \$.02. The overall click-through rate (CTR) was 0.60% with cost per click (CPC) settling at \$1.18. Comparatively, the 2019 buys closed out with almost 40 million impressions, 84,000 clicks, an overall CTR of 0.21% and a CPC of \$2.12. Adding both [:15](#) and [:06](#) videos to the assets for this annual campaign increased overall impressions by approximately 50 percent, increased the overall clicks by more than four times, tripled the CTR, and cut the CPC nearly in half.



Distracted Driving

In April 2020, PennDOT spent more than \$200,000 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 buy resulted in over 20 million impressions, more than 163,000 clicks, and nearly 4.5 million views. The overall view rate was 25.65%, with CPV at \$.02. The overall CTR was 0.82% with CPC settling at \$0.46. Comparatively, metrics for the April 2019 buy showed 26.9 million impressions, just over 74,000 clicks, an overall CTR of 0.28% and a CPC of \$1.64. Adding both [:15](#) and [:06](#) videos to this campaign more than doubled clicks and CTR, while cutting CPC by nearly 75 percent.





Click It or Ticket

In May 2020, PennDOT spent more than \$285,000 to conduct a seat belt safety awareness campaign. Unfortunately, the videos for this campaign were not able to be completed due to COVID-19 mitigation; however, we were able to produce new image creative to be used in 2020. The buy resulted in over 28 million impressions and nearly 145,000 clicks. The overall CTR was 0.51% with CPC settling at \$1.23. Comparatively, metrics for the May 2019 buy showed 54 million impressions, just over 135,000 clicks, a CTR of 0.25% and a CPC of \$1.94. Even though we were unable to add video to this campaign, refreshed material and the new tag line “Be Safe PA” helped us increase clicks, double the CTR, and reduce CPC by approximately 35 percent.



The Pennsylvania Association of Broadcasters delivered a total of 10,917 radio and TV spots for all three topic areas out 2,500 planned spots. Additionally, PAB projected 3,500,000 impressions for all three campaigns, but delivered 34,670,000 impressions. Overall, the total PAB investment of \$65,000 returned a total value of \$608,250.

Point of purchase marketing projected 57 million impressions and achieved nearly 63 million. The more than 7 million added value impressions were all generated from All Over Media’s gas pump toppers, adding nearly \$25,000 in value to the campaign. AMI Bar Advertising was cut short due to COVID-19 mitigation and the closure of bars and restaurants. Although the full



costs were realized due to the printing and installation of the posters in the establishments, projected impressions were not. AMI will provide additional impressions during our 2021 buy to make up for the lost value.

Purchased media included:

- All Over Media: Bar posters are used 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: These ads capitalize 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.
- Centro: A programmatic video network that delivers to the male streaming audience across several platforms. Media included fifteen second video, as well as companion ads.
- Facebook and Instagram: These platforms are frequently used throughout the day with deep engagement and have the capability to target individuals strategically. Media components included both videos and images.
- Google Responsive Display: This machine-learning software tests various creative options and optimizes for the best performing version to then run as native content while a user browses the internet.
- Google Video Network: A popular wide-reaching video network that has high audience consumption and engagement.
- iHeart Radio: This terrestrial radio sponsorship centered around traffic and commuting by sponsoring morning and evening traffic updates across all PA markets. Media included a fifteen second recorded message.
- Pennsylvania Association of Broadcasters: The State Broadcasters Association 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.
- Snap Chat: This platform is frequently used among friends to document their social lives, messaging will be timely and relevant to the target audience. Media components included story video ads.
- 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, thirty second video spots, companion banners, and image overlays.



Countermeasures (Programs and Projects) and Results

Public Information and Education (CP-2020-03-19-00 Federal; CP-2020-03-20-00 Federal/State)

The Public Information and Education line is used for brochures and other free educational pieces to address emerging safety focus areas and other unforeseen 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 2020.

Additionally, with the use of state funds, the Highway Safety Office piloted individual print budgets for PennDOT's eleven District Safety Press Officers (SPO). This pilot was in direct response to a recommendation from the 2019 GHSA Communications Audit. In January 2020, each SPO was assigned a \$150 budget to be used for printed publications that are needed for their work promoting PennDOT's safety messages. The project was successful and will be expanded in 2021.

Summary

PennDOT is constantly evaluating the effectiveness of its media messages. Each year we try to increase the reach of our messages by updating and improving upon previous campaigns. In order to increase recognition, PennDOT introduced "Be Safe PA" in 2020. The new tagline was used on all behavioral safety media buy materials, added to the website, and used in messaging on social media. PennDOT's paid media is deployed so as to coincide with enforcement waves in an effort to saturate the 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 six 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-2020-02-19-00 Federal; DE-2020-02-20-00 Federal)

This project was able to achieve more goals during its second year. They were never able to fill the vacant position, but with some added work hours, they were still able to complete many of the tasks. Unfortunately, due to the statewide shutdown caused by the pandemic in March of 2020, this project was unable to complete the in-person task of training our Community Traffic Safety Projects (CTSP) on the Enhanced Driver Education Curriculum that was updated by the project. The training activities are intended to resume in FFY 2021 with a one-year extension of the project. The project will also continue to collect data from the schools implementing the updated driver education curriculum to support their research.

Results:

- Created and delivered Driver Education materials to CTSP's.
- Delivered project status update at PennDOT Fall Communications Workshop in October 2020.



- Four quarterly newsletters were delivered to our CTSP network.



- Submitted a Comprehensive Report that details the research and outcomes of the 2-year project.

Implementation of a Driver Improvement School (DE-2020-01-19-00 Federal; DE-2020-01-20-00 Federal)

Headed by PennDOT's Bureau of Driver Licensing, this project began coordination and executed system changes that were needed in order to implement a Driver Improvement School (DIS) in the state of Pennsylvania. Although this process was scheduled for the spring of 2020, it was completed in September 2020 amid the COVID-19 pandemic. With the foundation in place, this project will be extended with the intention of implementing a Driver Improvement School in FFY 2021.

Results:

- Created legally approved correspondence for drivers who will be required to attend a DIS course.
- Implemented systems changes that will track the number of drivers who need to attend DIS and those drivers who have already attended DIS



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-2020-01-19-00 Federal; EM-2020-01-20-00 Federal)

The Pennsylvania Department of Health's Bureau of EMS has decided not to pursue this opportunity at this time due to staffing and funding issues.





Impaired Driving

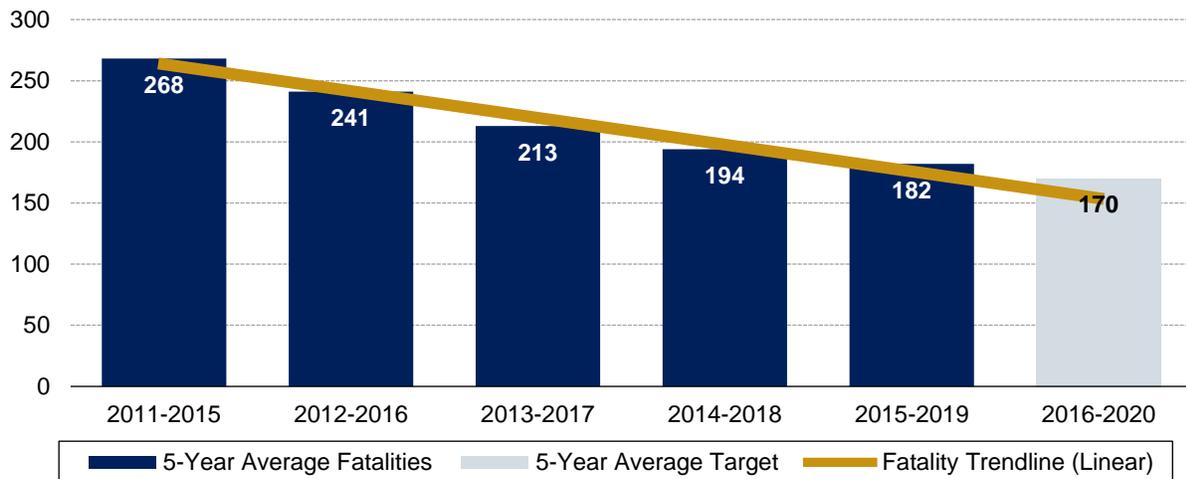


Impaired Driving

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 2020.

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 2020. 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 six 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-2020-01-19-00 Federal; M5HVE-2020-01-20-00 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, PSP conducted nearly 1,700 sobriety checkpoints and roving DUI patrols during FFY 2020. This enforcement contacted over 27,000 motorists resulting in more than 1,300 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.

Results:

- Conducted nearly 1,700 sobriety checkpoints and roving DUI patrols, contacting over 27,000 motorists resulting in more than 1,300 arrests for impaired driving.

PA State Police - DUI Breath Testing (PT-2020-05-19-00; PT-2020-05-20-00 Federal)

PA State Police have experienced an increase in requests for evidentiary breath testing devices from Troops and Stations throughout the Commonwealth. The increased requests can be partially attributed to the Birchfield v. North Dakota, No. 14-1468 Supreme Court decision. This decision had implications on warrantless blood searches in DUI cases for Pennsylvania. PSP purchased sixty (60) new evidentiary Intoxilyzer 9000 breath testing devices in 2016 to replace aging equipment. This activity is requesting to purchase 12 additional testing devices for Stations. These testing devices will assist Troops, Stations, and Municipal Police officers with a timely evidential breath test that greatly aids in the prosecution of DUI cases and goal of reducing impaired drivers on the roadways.

Results:

- This activity was anticipated to be conducted in FFY20 under the approved agreement with PSP. Delays in approval of that agreement required PennDOT to instead budget this activity for FFY21.

Municipal DUI Enforcement Programs (M5HVE-2020-02-19-00 Federal; M5HVE-2020-02-20-00 Federal)

PennDOT offered 40 DUI enforcement grants and seven police traffic services grants, which involved approximately 700 municipal police departments during FFY 2020. 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 58,500 motorists contacted and nearly 1,100 arrests for impaired driving.

Results:

- More than 1,200 impaired driving enforcement operations resulted in approximately 58,500 motorists contacted and nearly 1,100 arrests for impaired driving.



DUI Courts (M5CS-2020-01-19-00 Federal; M5CS-2020-01-20-00 Federal)

During 2019 in Pennsylvania, there were more than 15,000 convictions for a second or subsequent DUI offense. The convictions accounted for nearly 60 percent of all DUI convictions in 2019. Calendar year 2020 data is not yet available. 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.



During FFY 2020, no counties applied for DUI court grant funding from PennDOT. National 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 these national studies.

Results:

- Funded no new DUI courts during FFY 2020. The number of DUI courts operating in PA stands at 16.

Institute for Law Enforcement Education (M5TR-2020-01-19-00/PT-2020-03-19-00 Federal; M5TR-2020-01-20-00/PT-2020-03-20-00 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. With over 100 trainings offered, more than 2,300 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 2020.

Results:

- More than 2,300 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-2020-02-19-00 Federal; M5TR 2020-02-20-00 Federal)

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The Traffic Safety Resource Prosecutor (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 2020. 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-2020-03-19-00 Federal; M5TR 2020-03-20-00 Federal)

Since implementing a state-sanctioned Judicial Outreach Liaison (JOL) in 2012 with funding from NHTSA, the 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 Court Reporting Network (CRN) revision project, the Department of Drug and Alcohol Programs (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, including 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 2020.

Results:

- Funded 1 Judicial Outreach Liaison.

DUI Law Enforcement Liaisons (LEL) (M5TR-2020-04-19-00 Federal; M5TR-2020-04-20-00 Federal)

Four law enforcement liaisons (LEL) dedicated to impaired driving support were funded under a grant with the Pennsylvania DUI Association. These positions, including two full-time and two part-time, are funded under the NHTSA grant program using §405(d) funding. During FFY 2020, the LELs served as a technical resource for the 40 DUI enforcement grantees and seven 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 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.

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 2020, 24 ARIDE courses were conducted by 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 17th year of operation and certified 19 new officers as drug recognition experts in FFY 2020, which brings the total number of DREs in Pennsylvania to nearly 200. During FFY 2020, DRE officers conducted more than 1,900 evaluations, which resulted in opinions within all seven drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers.

Results:

- Funded two full-time and two part-time law enforcement liaisons (LEL).
- LELs served as a technical resource for the 40 DUI enforcement grantees and seven police traffic service grants statewide.
- 24 ARIDE courses were conducted by the PA DUI Association, training hundreds of law enforcement officers.
- Certified 19 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to nearly 200.



- DRE officers conducted more than 1,900 evaluations.



Pennsylvania DUI Association Technical Services Program (M5TR-2020-05-19-00 State; M5TR-2020-05-20-00 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 172 Alcohol Highway Safety School instructors and 195 Court Reporting Network evaluators.

Ignition Interlock (M5II 2020-01-19-00 State; M5II 2020-01-20-00 State)

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. A 2017 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 2020, there were nearly 10,000 Pennsylvania residents with an installed ignition interlock device, and more than 85,000 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 299 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 85,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

Summary

The comprehensive DUI laws in Pennsylvania coupled with a high-visibility enforcement (HVE) program have been the greatest contributing factors in staying ahead of our fatality reduction



goals in the reducing impaired (DUI) driving safety focus area. Additional 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 2020. Even though the commonwealth experienced another slight decrease in DUI arrests from calendar year 2018 to 2019, 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-2020-01-19-00 Federal; PA-2020-01-20-00 Federal / PA-2020-01-00-00 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-2020-05-19-00 Federal; CP-2020-05-20-00 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-2020-04-19-00 Federal; CP-2020-04-20-00 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.



Results:

- Conducted the Fall Communications Workshop for PennDOT and Community Traffic Safety Project outreach coordinators October 9-11, 2019.
- The 2020 Pennsylvania Traffic Safety Conference for grantees and other traffic safety stakeholders was canceled due to COVID-related travel restrictions. A portion of the agenda was transitioned to a webinar on April 3, 2020.



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 39 grants in FFY 2020 totaling \$13,220,856.04 under this program.

\$10,461,557.58 of committed §402 funds (79 percent) has been spent during the fiscal year, including \$5,965,836.75 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 2020 totaling \$1,551,556.14 under this program.

\$989,381.68 of committed §405b funds (64 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 4 grants in FFY 2020 totaling \$2,068,756.16 under this program.

\$1,850,202.43 of committed §405c funds (89 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 48 grants in FFY 2020 totaling \$7,265,765.36 under this program.

\$5,209,293.30 of committed §405d funds (72 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 2020 totaling \$444,531.89 under this program.

\$164,971.48 (37 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 1 grant in FFY 2020 totaling \$100,000.00 under this program.

\$89,999.25 (90 percent) of committed §405f funds have been spent during the fiscal year.

Highway Safety Program Expenditures (Project List)

Table 4.1 Federal Fiscal Year 2020 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2020-01-00-00	20.600	Planning and Administration	350,000.00	228,136.62
OP-2020-01-00-00	20.600	PA State Police – Task 2 (CPS)	134,690.13	40,999.48
OP-2020-02-00-00	20.600	Municipal OP Enf. & Edu.	1,968,753.64	1,740,343.54
PT-2020-01-00-00	20.600	PA State Police – Tasks 3 & 5	2,358,697.23	2,253,483.25
PT-2020-02-00-00	20.600	Municipal Aggressive Driving Enforcement and Education Program	1,770,642.12	1,564,687.47
PT-2020-03-00-00	20.600	Dept. of Ed Institute for Law Enforcement Training (402)	403,502.51	278,899.43
PT-2020-04-00-01	20.600	Police Traffic Services-Bucks	259,073.88	102,564.39
PT-2020-04-00-02	20.600	Police Traffic Services-Chester	216,579.15	105,084.24
PT-2020-04-00-03	20.600	Police Traffic Services-Lehigh	121,891.86	84,546.65
PT-2020-04-00-04	20.600	Police Traffic Services-Warren	8,823.49	8,791.22
PT-2020-04-00-05	20.600	Police Traffic Services-Towanda Borough	9,618.17	0.00
PT-2020-04-00-06	20.600	Police Traffic Services-Old Lycoming	70,992.69	58,397.02
PT-2020-04-00-07	20.600	Police Traffic Services-Pittsburgh	222,207.79	78,171.82
PT-2020-04-00-08	20.600	Police Traffic Services-Lawrence	37,500.00	26,447.36
PT-2020-04-00-09	20.600	Police Traffic Services-Philadelphia	419,898.98	352,026.32
CP-2020-01-00-01	20.600	CTSP-G-2020-Delaware County-00001	119,860.76	73,587.25
CP-2020-01-00-02	20.600	CTSP-G-2020-Carbon County-00002	287,471.35	164,941.41
CP-2020-01-00-03	20.600	CTSP-G-2020-Allegheny-00003	198,221.11	103,712.80
CP-2020-01-00-04	20.600	CTSP-G-2020-Bucks-00004	177,420.79	62,632.32
CP-2020-01-00-05	20.600	CTSP-G-2020-Cambria-00005	101,272.09	80,670.03
CP-2020-01-00-06	20.600	CTSP-G-2020-Centre-00006	96,774.15	45,990.97



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CP-2020-01-00-07	20.600	CTSP-G-2020-Chester-00007	108,601.20	100,628.97
CP-2020-01-00-08	20.600	CTSP-G-2020-Cumberland-00008	160,330.05	149,133.85
CP-2020-01-00-09	20.600	CTSP-G-2020-Erie-00009	122,574.54	116,367.38
CP-2020-01-00-10	20.600	CTSP-G-2020-Lackawanna-00010	61,150.91	58,545.32
CP-2020-01-00-11	20.600	CTSP-G-2020-Washington County-00011	182,043.93	122,174.11
CP-2020-01-00-12	20.600	CTSP-G-2020-Luzerne-00012	98,970.21	83,458.55
CP-2020-01-00-13	20.600	CTSP-G-2020-Montgomery Co-00013	92,566.22	39,466.43
CP-2020-01-00-14	20.600	CTSP-G-2020-Northumberland-00014	112,965.41	84,046.82
CP-2020-01-00-15	20.600	CTSP-G-2020-York-00015	330,415.95	220,760.59
CP-2020-01-00-16	20.600	CTSP-G-2020-Philadelphia-00016	355,742.17	268,137.17
CP-2020-02-00-00	20.600	Child Passenger Safety Coordination	986,000.00	980,469.27
CP-2020-04-00-00	20.600	PennDOT-BOMO-Grant Program Training Needs	75,000.00	13,969.80
CP-2020-01-00-00	20.600	CPS Conference + Bethlehem CTSP (PA DOH)	124,448.58	70,522.79
CP-2020-03-00-00	20.600	Public Information and Education	50,000.00	0.00
CP-2020-05-00-00	20.600	PA Highway Safety Office Program Management	475,000.00	432,800.03
CP-2020-06-00-00	20.600	GHSA Annual Meeting/CSI	84,445.33	8,426.33
DE-2020-01-00-00	20.600	Driver Improvement School (BDL)	110,000.00	38,666.45
DE-2020-02-00-00	20.600	Novice Driver Statewide Program Support	356,709.65	219,870.17
Subtotal CFDA #20.600 (\$402)			13,220,856.04	10,461,557.62
M2HVE-2020-01-00-00	20.616	PA State Police Occupant Protection Enforcement and Education Program (Task 4)	1,551,556.14	989,381.68
Subtotal CFDA #20.616 (\$405b)			1,551,556.14	989,381.68
M3DA-2020-01-00-00	20.616	Crash Reporting Law Enforcement Liaison	1,170,970.06	1,043,210.86
M3DA-2020-02-00-00	20.616	Crash Arch & Public/Partner Data Interface	630,000.00	606,061.88
M3DA-2020-05-00-00	20.616	Staff Augmentation	100,000.00	33,143.59
M3DA-2020-06-00-00	20.616	Implementation of Local Roads to PennDOT Databases	167,786.10	167,786.10
Subtotal CFDA #20.616 (\$405c)			2,068,756.16	1,850,202.43
M5HVE-2020-01-00-00	20.616	PA State Police-\$405d Impaired Driving Program (Task 1)	2,564,252.36	2,077,163.27
M5HVE-2020-02-00-32	20.616	IDP-G-2020-Abington*-00032	64,807.16	34,633.76
M5HVE-2020-02-00-31	20.616	IDP-G-2020-Baldwin-00031	66,931.29	37,187.36
M5HVE-2020-02-00-05	20.616	IDP-G-2020-Bethlehem City-00005	46,359.85	25,772.88
M5HVE-2020-02-00-23	20.616	IDP-G-2020-Bethlehem Township-00023	44,358.01	7,654.61
M5HVE-2020-02-00-06	20.616	IDP-G-2020-Blair-00006	51,598.34	36,357.97
M5HVE-2020-02-00-25	20.616	IDP-G-2020-Butler Co-00025	34,337.62	27,908.55
M5HVE-2020-02-00-07	20.616	IDP-G-2020-Cambria-00007	36,483.76	30,537.07
M5HVE-2020-02-00-10	20.616	IDP-G-2020-Cambridge Springs-00010	21,385.09	19,660.04
M5HVE-2020-02-00-22	20.616	IDP-G-2020-Cumberland-00022	79,694.59	25,171.60
M5HVE-2020-02-00-27	20.616	IDP-G-2020-Dauphin-00027	68,603.39	23,445.51
M5HVE-2020-02-00-19	20.616	IDP-G-2020-Erie-00019	42,936.56	33,349.82
M5HVE-2020-02-00-03	20.616	IDP-G-2020-Ferguson Twp-00003	43,171.93	30,701.11
M5HVE-2020-02-00-37	20.616	IDP-G-2020-Hatfield-00037	45,087.48	22,018.48
M5HVE-2020-02-00-18	20.616	IDP-G-2020-Haverford-00018	60,165.52	34,498.56
M5HVE-2020-02-00-14	20.616	IDP-G-2020-Hermitage-00014	33,589.86	26,625.36
M5HVE-2020-02-00-28	20.616	IDP-G-2020-Hopewell-00028	40,397.21	39,435.65
M5HVE-2020-02-00-09	20.616	IDP-G-2020-Indiana-00009	10,949.91	9,881.51
M5HVE-2020-02-00-29	20.616	IDP-G-2020-Kiski Twp-00029	43,022.93	18,500.01
M5HVE-2020-02-00-16	20.616	IDP-G-2020-Lackawanna-00016	74,168.61	11,525.90
M5HVE-2020-02-00-04	20.616	IDP-G-2020-Latrobe City-00004	46,870.08	22,635.71
M5HVE-2020-02-00-11	20.616	IDP-G-2020-Lebanon-00011	28,811.31	10,414.32
M5HVE-2020-02-00-39	20.616	IDP-G-2020-Lower Burrell-00039	77,210.84	43,845.65
M5HVE-2020-02-00-26	20.616	IDP-G-2020-Lower Merion-00026	25,626.77	21,103.58
M5HVE-2020-02-00-01	20.616	IDP-G-2020-Lower Saucon-00001	21,657.24	19,118.92



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M5HVE-2020-02-00-17	20.616	IDP-G-2020-Luzerne-00017	98,366.03	66,490.79
M5HVE-2020-02-00-12	20.616	IDP-G-2020-Mifflin-00012	12,678.98	8,745.98
M5HVE-2020-02-00-35	20.616	IDP-G-2020-Montgomery Twp-00035	56,840.38	36,345.99
M5HVE-2020-02-00-21	20.616	IDP-G-2020-Moon Twp-00021	64,503.56	38,168.71
M5HVE-2020-02-00-24	20.616	IDP-G-2020-Mt. Lebanon-00024	45,817.32	42,520.60
M5HVE-2020-02-00-34	20.616	IDP-G-2020-North Strabane-00034	30,273.67	23,818.09
M5HVE-2020-02-00-13	20.616	IDP-G-2020-Northumberland-00013	349,882.35	228,635.58
M5HVE-2020-02-00-36	20.616	IDP-G-2020-Plum-00036	52,399.15	34,063.37
M5HVE-2020-02-00-33	20.616	IDP-G-2020-Pottstown-00033	56,953.39	29,775.98
M5HVE-2020-02-00-15	20.616	IDP-G-2020-South Whitehall-00015	101,158.84	42,263.58
M5HVE-2020-02-00-40	20.616	IDP-G-2020-Upper Darby-00040	53,846.80	4,173.32
M5HVE-2020-02-00-02	20.616	IDP-G-2020-Venango-00002	14,354.07	7,944.25
M5HVE-2020-02-00-20	20.616	IDP-G-2020-Washington Township-00020	27,948.88	19,322.35
M5HVE-2020-02-00-30	20.616	IDP-G-2020-West Deer Twp-00030	67,614.28	14,842.72
M5HVE-2020-02-00-38	20.616	IDP-G-2020-West Norriton-00038	40,754.62	17,609.52
M5HVE-2020-02-00-08	20.616	IDP-G-2020-York-00008	351,937.02	217,895.51
M5HVE-2020-02-00-41	20.616	PTS-G-2020-Bucks-00001	65,906.86	40,059.62
M5HVE-2020-02-00-42	20.616	PTS-G-2020-Warren-00004	12,198.45	12,198.45
M5HVE-2020-02-00-43	20.616	PTS-G-2020-Towanda Boro-00005	24,132.53	6,655.18
M5TR-2020-01-00-00	20.616	Dept. of Ed Institute for Law Enforcement Education (405d)	642,711.84	429,349.10
M5TR-2020-02-00-00	20.616	Pennsylvania DUI Association–DUI LELs	1,109,331.67	990,703.25
M5TR-2020-03-00-00	20.616	PA District Attorneys Institute-Traffic Safety Resource Prosecutor	249,917.78	163,308.97
M5TR-2020-04-00-00	20.616	Judicial Outreach Liaison	63,759.18	45,255.19
Subtotal CFDA #20.616 (§405d)			7,265,765.36	5,209,293.30
M9MA-2020-01-00-00	20.616	PennDOT-BDL-Motorcycle Safety Initiatives	444,531.89	164,971.48
Subtotal CFDA #20.616 (§405f)			444,531.89	164,971.48
FHPE-2020-01-00-00	20.616	Bicycle Safety Outreach - Videos	100,000.00	89,999.25
Subtotal CFDA #20.616 (§405h)			100,000.00	89,999.25
Total NHTSA			25,040,465.59	18,765,405.76

