

U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	PENNSYLVANIA - Highway Safety Plan - FY 2019
State Office	Pennsylvania Bureau of Maintenance and Operations
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	PENNSYLVANIA - Highway Safety Plan - FY 2019
Application Version:	4.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No

S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Tom Glass
Submission On:	8/1/2018 10:45 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

TIMELINE AND PLANNING PROCESS

The Highway Safety Traffic and Operations Division (HSTOD) conducts transportation safety planning year round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Figure 1.1 and Table 1.1 depict the annual planning cycle.

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

Figure 1.1 Overview of HSP Planning Process



Table 1.1 Annual Safety Planning Calendar

Month	Activities
October	Solicit final reports and claims for grants ending September 30th. Program staff begins work on FFY 2018 Annual Report. The first meeting of the annual Spring Traffic Safety Grantee Workshop planning committee is held.
November	Conduct first meeting of Safety Advisory Committee (SAC) to begin planning FFY 2020 Highway Safety Plan. Final reimbursement claims for FFY 2018 are processed. Coordinate participation in the Thanksgiving Click It or Ticket (CIOT) mobilization.
December	Finalize FFY 2018 Annual Report. Conduct second meeting of the SAC. Coordinate participation in the Holiday Impaired Driving mobilization.
January	Conduct final SAC meeting to establish FFY 2020 program area countermeasures and budgets. Program staff begins FFY 2019 project monitoring visits.
February and March	Submit FFY 2020 program budget to PennDOT Program Management Committee for executive approval. Coordinate CIOT Teen mobilization and St. Patrick's Day Impaired DRiving mobilization. Begin Aggressive Driving Enforcement Wave 1. Conduct Spring Traffic Safety Grantee Workshop. Develop plan for participation in the National CIOT mobilization.

Month	Activities
April to June	Solicit applicants for FFY 2020 local grant opportunities and begin preparation of FFY 2020 Highway Safety Plan (HSP) and 405 certifications. Coordinate Memorandum's of Understanding for FFY 2020 state projects approved by the SAC. Conduct activities for National Distracted Driving Awareness Month.
May and June	Finalize FFY 2020 HSP and 405 certifications after soliciting internal and NHTSA Regional Office comments. Participate in the National CIOT mobilization and coordinate activities for Motorcycle Awareness, Global Youth Traffic Safety, and National Bicycle Safety Months. Develop plan for participation in the National Impaired Driving Crackdown.
July	Submit final HSP and 405 certifications to NHTSA. Begin Aggressive Driving Enforcement Wave 2. Coordinate activities for Child Passenger Safety Week.
August and September	Complete selection and subsequent negotiations of FFY 2020 local grants. Complete processing of FFY 2020 local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to FFY 2019 grantees. Review and approve changes to 2-year agreements for FFY 2021.

Strategic Partners and Stakeholders

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

The SAC consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT

executive-level committee and approves the State's overall Highway Safety Program based upon the targets and priorities established in the SHSP. The PMC has final approval on all budget changes.

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

COUNTERMEASURE AND STRATEGY SELECTION PROCESS

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

Countermeasures are activities that will be implemented in the next year by the HSO and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Pennsylvania, and are appropriate given the data in the problem identification and the resources available. Each countermeasure (project/program) contains a description of the activity, who will implement it and where it will be implemented, the funding code and whether funding will be state, Federal, or a combination. The specific metrics that will be used to evaluate the activities at the end of the fiscal year and to adjust the program as needed for the next year. Citations to the NHTSA publication "Countermeasures that Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015" are included with the countermeasure descriptions (CTW, Chapter: Sections).

COORDINATION WITH SHSP

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase.

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

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

1. Reducing Impaired Driving
2. Increasing Seat Belt Usage
3. Infrastructure Improvements
 - a. Lane Departures
 - b. Intersection Safety
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 behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

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

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates, turnpike, and provides full-time police service for about half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 20 percent of the State population. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 70 child safety seat fitting stations year round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

Department of Health

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

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

Department of Drug and Alcohol Programs

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

Department of Education Institute for Law Enforcement Education

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in this Highway Safety Plan. A large number of strategies contained in this plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA

standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The SHSO plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

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

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

Local Safety Partners

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

Community Traffic Safety Projects

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

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

Local Police

About half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, 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.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

As reported in the 2017 Pennsylvania Crash Facts and Statistics booklet, there were 128,188 motor vehicle crashes in Pennsylvania in 2017. This is a 1 percent reduction from 2016. The number of fatalities has been reduced by 4.3 percent from 2016. As reported by the National Highway Traffic Safety Administration (NHTSA), for each of the years from 2012 to 2016*, Pennsylvania has been below the national average for number of traffic fatalities.

A safety focus area of perpetual concern in PA is pedestrian safety. Although the fatalities have fluctuated over the last 5 years, 2017 shows a 12.8 percent reduction from 2016. In FY 2018, the Highway Safety Office funded 5 pedestrian safety projects across Pennsylvania. The HSO will continue to promote the pedestrian funding opportunities to local projects as the state qualifies.

As impaired driving is always an issue, we are seeing a continual rise in drugged driving crashes in Pennsylvania. The 5-year average for 2017 for drugged driver crashes is over 2,800. This is a 34% increase from the 5-year average in 2013. As reported by the PA police departments through our e-grants system in 2017, the Impaired Driving Projects (IDP) and Police Traffic Service (PTS) projects, together, arrested approximately 500 drugged drivers. This is nearly 45 percent of the number of DUI arrests in 2017. In addition to the funding used for high visibility enforcement, Pennsylvania issues funding to the PA DUI Association and the Pennsylvania State Police to hold DRE schools across the state to certify more officers and provide more complete statewide coverage.

Speeding-related fatalities have declined 5 percent since 2013 but, for the years 2013 through 2017, still account for over 40 percent of all fatalities each year.

According to the Centers for Disease Control and Prevention (CDC), motor vehicle crashes are the leading cause of death for U.S. teens. Six teens ages 16 to 19 die every day from motor vehicle injuries. According to the 2015 High School Youth Risk Behavior Survey for Pennsylvania, 35 percent of the young drivers that were surveyed texted or emailed while driving a car or other vehicle at least 1 day during the 30 days prior to the survey. Distracted driving is a serious concern among all

age groups in Pennsylvania as there were almost 15,000 crashes in the 5-year average for 2017 attributed to distracted driving. Pennsylvania will continue to address distracted driving and teen driver safety through the Community Traffic Safety Projects (CTSP). For the FFY 2019 - 2020 grant period, the Indiana University of Pennsylvania (IUP) will be heading a project to provide our CTSP's with updated curriculum to deliver to the Pennsylvania secondary schools. IUP is highly qualified for this project as they are the sole institute of higher education in Pennsylvania that teaches driver's education. The Institute of Rural Health and Safety at IUP will be updating the curriculum that is delivered to our schools to incorporate safe driving skills and address the distractions that plague today's young drivers. The approach of targeting a young, captive audience holds the promise of changing future behavior.

**2017 FARS data is unavailable*

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

As noted earlier, the PennDOT Safety Advisory Committee develops and submits for approval funding levels for broader state and local behavioral safety programs for the pending federal fiscal year period(s). Upon successful approval of the funding package by the PennDOT Program Management Committee (PMC), the Pennsylvania Highway Safety Office (PA HSO) initiates one of two steps for each approved program:

1. State Agency Programs - These programs are assigned to appropriate state agencies during the Safety Advisory Committee process. Once approved by PMC, the PA HSO can immediately begin directly working with the assigned state agency to develop a project agreement for the identified budget period.
2. Other Programs - These programs fall into one of two categories, allocation-based or competitive-based grants. Both types are required to use PennDOT's e-grants management system, dotGrants (www.dotgrants.state.pa.us). Summary information about these program opportunities can be found on PennDOT's Safety Grants webpage (<http://www.penndot.gov/TravelInPA/Safety/Pages/Safety-Grants.aspx>). More specific grant application information including, a description of the program, program requirements, eligibility and qualifications, and guidance on administering the funds is available to interested parties upon request.
 1. Allocation-Based - Grant programs designed to fund common activities across the Commonwealth as part of the state's highway safety program utilize allocation formulas based on reportable crashes to establish participating subrecipients and associated project budgets. These activities include traffic safety enforcement and educational outreach tasks. The eligible applicants are restricted to county or municipal governments.
 2. Competitive - Grant programs designed to fund unique activities across the Commonwealth that could be performed by multiple types of potential subrecipients. Examples of competitive grants are JOL, TSRP, and DUI Courts.

All grant applications are reviewed by PA HSO staff using a standard process covering the: Problem Statement, Alignment to Strategic Focus Area and NHTSA goals, Program Activities, Measurement of Results/Evaluation/Effectiveness, Past Performance, Agency/Personnel Qualifications, and Proposed

Budget. Successful applications are determined by how well the applicant's proposal addresses problem identification, program targets, and project evaluation. Applicant agency qualifications and the proposed project budget also are considered in scoring applications. Unsuccessful applicants are provided the opportunity for a debriefing by the Department. The discussion is limited to a critique of the submitted proposal. The feedback is designed to help the applicant strengthen future submissions.

Successful applicants move into negotiations with the HSO staff. Negotiations include requested changes to project scopes, measurements, and budgets. Upon completion of negotiations, proposals are routed through the dotGrants grant approval workflow, consisting of review and electronic approval by HSTOD, Office of Chief Counsel, Office of the Comptroller, and Department of Treasury personnel. Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT reflecting state and Federal rules and regulations. Project directors are required to submit quarterly reports indicating activities and progress. Reports are requested on standard quarters: October to December; January to March; April to June; and July to September. Annual reports also are requested for identified projects. The DUI Enforcement projects are required to submit enforcement activity reports within one week of the operations.

Enter list of information and data sources consulted.

- 2017 Pennsylvania Crash Facts & Statistics book (<https://www.crashinfo.penndot.gov/PCIT/welcome.html>)
- Pennsylvania Crash Data Analysis Retrieval Tool (CDART)
- Pennsylvania's e-grant reporting system - dotGrants (<https://www.dotgrants.state.pa.us/egrants/Login.aspx?APP THEME=PADOT>)
- National Highway Traffic Safety Administration (<https://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx>)
- Centers for Disease Control and Prevention (<https://nccd.cdc.gov/youthonline/App/Default.aspx>)
- Administrative Office of Pennsylvania Courts (AOPC)
- PennDOT Driver Licensing Database
- Pennsylvania State Police Quarterly Reports

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

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

- Developing common and consistent targets, including the methods for establishing targets, in support of a comprehensive approach towards meeting collective goals.

- A statewide Safety Symposium was hosted on September 28th, 2016, in Harrisburg, PA, where panels of legislators, safety experts, researchers, and others shared their accomplishments and discussed some of the most pressing transportation safety matters in our state. This symposium was a major component of a multi-agency effort to revise the Pennsylvania Strategic Highway Safety Plan, which informs the Pennsylvania Highway Safety Plan.
- Many of the actionable items and strategies identified in the PA SHSP serve to guide and inform countermeasure selection for the PA HSP, ensuring a linkage between the documents in addition to the common performance measures.
- The PennDOT Multi Agency Safety Team (MAST) is a group of state-agency level safety stakeholders who meet regularly to coordinate and monitor the implementation of the PA SHSP. This group reviews the actionable items, strategies, and performance measure targets established in the PA SHSP and HSP. They coordinate collaborative efforts among agencies in support of these plans, including:
 - The court monitoring project coordinated by the PA Department of Drug and Alcohol Programs and included in current and pending PA HSPs.
 - The child passenger safety programs collaboration between PennDOT and the PA Department of Health, who manage the statewide Safe Kids program.
 - Standardized communications messages among PA State Police, PennDOT, and the PA Turnpike Commission.
 - Working with the PA Department of Education to identify and correct deficiencies in young and novice driver education programs.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress

C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Drug Impaired Driver Crashes	In Progress
Distracted Driving Fatalities	In Progress
Mature Driver Fatalities	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 1,177.6 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 1,166.9 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 3,799.8 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 3,767.3 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 1.161 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 1.152 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 381 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 378.9 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 314 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 292 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 484 (2013-2018). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly upward to 487.4 (2013-2018).

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 174 (2013-2018). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly upward to 178.3 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 88 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point remained at 88 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 118 (2013-2018). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly upward to 121.5 (2013-2018).

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 163 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 157 (2013-2018).

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 16 (2013-2018). Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line used to develop the 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly upward to 17 (2013-2018).

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 85% (2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly upward to 85.70% (2018).

Drug Impaired Driver Crashes

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 3,682 (2013-2018). 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 2019 target for the FFY 2019 HSP the projected 2018 data point has been adjusted slightly downward to 2,946 (2013-2018).

Distracted Driving Fatalities

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 61. Currently available crash data indicates we are not expected to meet this previously established target, as according to the revised trend line using final 2017 data the projected 2018 data point has been adjusted slightly upward to 63.

Mature Driver Fatalities

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2018 target included in the FFY 2018 HSP for this measure was 284. Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line using final 2017 data the projected 2018 data point has been adjusted slightly downward to 280.

4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	1,146.3
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	3,971.2
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.121
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	359.4
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	268.8
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	460.2
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	173.2
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	84.8
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	108.6
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	156.0

C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	17.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	86.0
Drug Impaired Driver Crashes	5 Year	2015	2019	3,039.0
Completeness	Annual	2019	2019	0.7
Accuracy	Annual	2019	2019	0.4
Timeliness	Annual	2019	2019	9.1
Complete a NHTSA EMS Assessment	Annual	2019	2019	1.0
Complete Projects to Enhance Driver Education in Pennsylvania	Annual	2019	2019	2.0
Distracted Driving Fatalities	5 Year	2015	2019	63.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1,146.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal 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.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 3,971.2
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s goal 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.

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

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.121

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal 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.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 359.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 268.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

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

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 460.2
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 173.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

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

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 84.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 108.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests reduction in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 156.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests an increase in this category in 2019. As such, the 5-year average target proposed for this measure is based on leveling off the linear trend line over the period from 2013 to 2017.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 17.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests an increase in this category in 2019. The 5-year average target proposed for this measure is based on leveling off the linear trend line over the period from 2013 to 2017.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 86.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests an increase in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

Drug Impaired Driver Crashes

Is this a traffic records system performance measure?

No

Drug Impaired Driver Crashes-2019
Target Metric Type: Numeric
Target Value: 3,039.0
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests an increase in this category in 2019. The 5-year average target proposed for this measure is based on halving the slope of the trend line from 2013-2017 forward.

Completeness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

Completeness-2019

Target Metric Type: Numeric

Target Value: 0.7

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The Target Value for 2019 is 0.65. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and moving more police agencies to electronic submissions which allows for pre-submittal editing.

Over the past few years, the numbers are more a representation of a shift in input methods than an actual improvement or regression in Completeness or Accuracy.

Accuracy

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

Accuracy-2019
Target Metric Type: Numeric
Target Value: 0.4
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and moving more police agencies to electronic submissions which allows for pre-submittal editing.

Over the past few years, the numbers are more a representation of a shift in input methods than an actual improvement or regression in Completeness or Accuracy.

Timeliness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
--------------------------------	------------

Core traffic records data system to be impacted: Crash

Timeliness-2019

Target Metric Type: Numeric

Target Value: 9.1

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The timeliness objective is to decrease the average processing time from crash event to entry in the crash database by encouraging police chiefs to submit the crash forms more quickly and move our remaining paper-submitting police agency to electronic submission.

We expect to see improvements as the City of Philadelphia migrates from paper reports to electronic data entry. We expect to see little change from the remaining 3 input methods. There will be a slight change to the measurements for crashes on or after January 1, 2018 as they are adjusted to accommodate for changes to the data standard.

Complete a NHTSA EMS Assessment

Is this a traffic records system performance measure?

No

Complete a NHTSA EMS Assessment-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target reflects an administrative function to complete a NHTSA EMS Assessment during FFY 2019.

Complete Projects to Enhance Driver Education in Pennsylvania

Is this a traffic records system performance measure?

No

Complete Projects to Enhance Driver Education in Pennsylvania-2019
Target Metric Type: Numeric
Target Value: 2.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Distracted Driving Fatalities

Is this a traffic records system performance measure?

No

Distracted Driving Fatalities-2019
Target Metric Type: Numeric
Target Value: 63.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The trend analysis suggests no change in this category in 2019. The 5-year average target proposed for this measure is based on the linear trend line over the period from 2013 to 2017.

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

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

Fiscal year

2017

Seat belt citations

18025

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

Fiscal year

2017

Impaired driving arrests

11647

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

Fiscal year

2017

Speeding citations

166802

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult and Child Passenger Safety)
 - High Visibility and Sustained OP Enforcement
 - Municipal Occupant Protection Enforcement & Education Program
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Statewide Child Passenger Safety Program Coordination
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
2. Police Traffic Services
 - High Visibility and Sustained PTS Enforcement
 - Municipal Aggressive Driving Enforcement and Education Program
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Municipal Police Traffic Services Enforcement Program
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
3. Motorcycle Safety
 - Communication Campaign (MC)
 - Motorcycle Safety Initiatives
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
4. Non-motorized (Pedestrians and Bicyclist)
 - High Visibility Pedestrian Enforcement
 - Municipal Pedestrian Enforcement and Education Program
 - FAST Act 405h Nonmotorized Safety
 - Communication Campaign (Ped/Bike)
 - Bicycle Safety Outreach - Videos

- FAST Act 405h Nonmotorized Safety

5. Traffic Records

- Improves one or more performance measures of one or more core highway safety databases
 - M.A.C.H.
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Roadway Inventory Data Collection
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
- Improves one or more performance measures of a core highway safety database
 - Crash Reporting Law Enforcement Liaison Project
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Crash Architecture and Public/Private Data Interface
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Traffic Records Integration Plan
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program

6. Community Traffic Safety Program

- Highway Safety Office Program Management
 - PA Highway Safety Office Program Management
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Grant Program Training Needs
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- Educational and Outreach Programs (CTSP)
 - Community Traffic Safety Projects
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

7. Communications (Media)

- Communication Campaign (Media)
 - Public Information & Education
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

8. Driver Education and Behavior

- Educational and Outreach Programs
 - Novice Driver Statewide Program Support
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- Diversion and Plea Agreement Restrictions; Traffic Violator School
 - Implementation of a Driver Improvement School
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

9. Emergency Medical Services

- NHTSA EMS Assessment
 - NHTSA EMS Assessment
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

10. Impaired Driving (Drug and Alcohol)

- Prosecutor Training
 - Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
- Law Enforcement Training
 - DUI Law Enforcement Liaisons/DRE Program Coordination
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - Institute for Law Enforcement Education
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
- Judicial Education
 - Judicial Outreach Liaison
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
- High Visibility and Sustained DUI Enforcement
 - Municipal DUI Enforcement Programs
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - PA State Police Traffic Safety Initiatives
 - FAST Act NHTSA 402

- FAST Act NHTSA 402
- FAST Act NHTSA 402
- FAST Act NHTSA 402
- FAST Act 405b OP Low
- FAST Act 405b OP Low
- FAST Act 405d Impaired Driving Mid
- FAST Act 405d Impaired Driving Mid
- DWI Courts
 - DUI Courts
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
- Court Monitoring
 - DDAP/PennDOT DUI Intervention Project
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

11. Planning & Administration

- (none)
 - Planning & Administration - PA Highway Safety Office Management
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

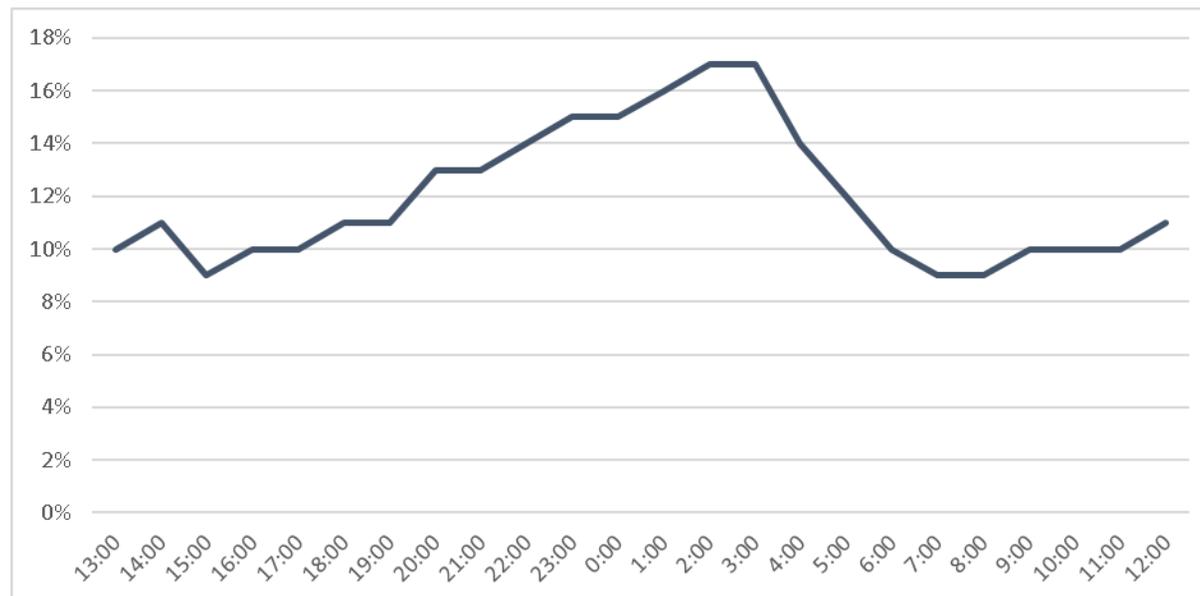
Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. Historical data shows that the Pennsylvania seat belt use rate increased significantly when the state’s first seat belt law was passed in 1987 and afterward there was a steady increase in use. The use rate spiked in 2009 at 88 percent, and since then has held steady around 84 percent with slight increases for the past two years to 85.2 percent in 2016 and 85.6 percent in 2017. In 2017, 6.7 percent of crashes involved at least one unbelted person, and 50.3 percent of all people who died in crashes were not wearing seat belts. From 2013-2017, 82 percent of the children aged 0-4 who were involved in crashes and restrained in a child seat sustained no injury.

The number of unrestrained fatalities decreased from 408 in 2016 to 378 in 2017. This represents the lowest number of unrestrained fatalities on record. Unrestrained suspected serious injuries decreased, from 1,007 in 2016 to 911 in 2017. Crashes involving an unrestrained passenger decreased as compared to the previous year’s total.

Thirty-seven percent of the fatalities and suspected serious injuries that resulted from unrestrained crashes occurred between the hours of 10:00 p.m. and 5:00 a.m. The chart below shows unrestrained crashes as a percent of total crashes in Pennsylvania. There is a significant increase in unrestrained crashes during these hours.

Unrestrained Crashes as Percent of Total Crashes by Hour of the Day 2017



As shown below in Table 4.1, over 6.2 percent of the reported teen driver crashes were unrestrained for 2013-2017. Additionally, the percentage of unrestrained drivers in the 20 to 29 age range remained above the state average. This is a concerning trend noticed in Pennsylvania. Our state media contractor has run targeted messaging to increase outreach to this age group. The Highway Safety Office has also placed an emphasis on media and enforcement of teen drivers in the hopes of establishing good driving behaviors early to seed future gains in the subsequent decade of life. Community Traffic Safety Projects have enhanced outreach efforts to colleges and universities towards reaching young drivers in the 20-29 age group to help support the idea of maintaining safe driving habits as they leave the teenage years. Also of concern is the number of crashes reported as ‘Other/Unknown’. Often the reporting officer has insufficient or conflicting information to make a decision when documenting belt use. PennDOT will continue reaching out to police departments which display higher than average usage of ‘Other/Unknown’ on crash reports to explore training opportunities which could increase the decision-making capabilities of reporting officers. Last year’s efforts resulted in a 1.6 percent reduction in the use of ‘Other/Unknown’ based on percentage of total applicable crashes.

Table 4.1 Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage 2013-2017

Age	Restrained	Unrestrained	Other/Unknown	Total	Percent Unrestrained
16-19	75,616	5,524	8,224	89,364	6.18%
20-24	114,595	12,054	20,252	146,901	8.21%
25-29	92,996	9,649	19,459	122,104	7.90%
30-34	73,970	6,951	15,003	95,924	7.25%
35-39	62,292	5,246	12,089	79,627	6.59%
40-44	59,399	4,437	10,355	74,191	5.98%
45-49	61,718	4,226	10,070	76,014	5.56%

50-54	61,548	3,996	9,776	75,320	5.31%
55-59	55,399	3,338	8,476	67,213	4.97%
60-64	44,216	2,278	6,390	52,884	4.31%
65-69	32,332	1,587	4,219	38,138	4.16%
70-74	22,578	1,105	2,822	26,505	4.17%
75-79	15,375	836	1,802	18,013	4.64%
80-84	10,826	607	1,275	12,708	4.78%
85-89	6,442	350	769	7,561	4.63%
90-94	1,769	125	242	2,136	5.85%
>94	613	2,040	13,672	16,325	12.5%
Total	791,684	64,349	144,895	1,000,928	6.43%

Note: Applicable Units include automobiles, small and large trucks, vans, and SUVs.

Percent Unrestrained is the number of unrestrained drivers where restraint usage is known.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted

driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	359.4
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	86.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained OP Enforcement
2019	Child Restraint System Inspection Station(s)

5.1.1 Countermeasure Strategy: High Visibility and Sustained OP Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	High Visibility and Sustained OP Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speeding, occupant protection, and impaired driving enforcement. A

comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

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

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

Periodic High-Visibility Belt Law Enforcement

Decreasing unbelted crashes depends upon identifying high crash locations and planning and implementing interventions and countermeasures to address the problem. The PennDOT Highway Safety Office will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plans covering every county for the Thanksgiving 2018 and May Click It or Ticket 2019 mobilizations and for the targeted Teen Seat Belt and Child Passenger Safety Week mobilizations. Each mobilization will have a detailed action plan created for implementing the enforcement and post enforcement reporting. These plans will be accompanied by earned and in some cases state funded media planned statewide in the state media plan and regionally by the highway safety teams.

- Mobilization 1: Teen Seat Belt Mobilization (October 15 – October 27, 2018)
 - Theme – Act 81 of 2011 “Lacey’s Law” Awareness
- Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 19 – December 2, 2018)
 - Theme – “Operation Safe Holiday”
- Mobilization 3: Memorial Day “Click-it-or-Ticket” Mobilization (May 13 - June 2, 2019)
 - Theme – “Click-it-or-Ticket – Day and Night”
- Mobilization 4: Child Passenger Safety Mobilization (September 15 – September 28, 2019)
 - Theme – Promotion of Child Passenger Safety through awareness, education and enforcement.

Population Coverage

Funded municipal police departments cover 28.04 percent of the total geographic areas where 2017 unrestrained passenger vehicle occupant fatalities occurred. Every PSP Troop receives dedicated funding to participate in the established mobilizations in locations where there is no dedicated municipal enforcement. These full-time PSP operations cover 62.96 percent of the total 2017 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 91.01 percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.

Planned Police Department Coverage of 2017 Unrestrained Fatalities					
CO UNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ALLEGHENY	BETHEL PARK BOROUGH	4	LEBANON	NORTH LEBANON TOWNSHIP	1
ALLEGHENY	PITTSBURGH CITY	3	LEBANON	ALLENTOWN CITY	1
ALLEGHENY	FORT AUTHORITY OF ALLEGHENY COUNTY	2	LUZERNE	BUTLER TOWNSHIP	1
ALLEGHENY	MON TOWNSHIP	2	LUZERNE	HANOVER TOWNSHIP	1
ALLEGHENY	PLUM BOROUGH	2	LUZERNE	SALBMTOWNSHIP	1
ALLEGHENY	JEFFERSON HILLS BOROUGH	1	LUZERNE	RICETOWNSHIP	1
ALLEGHENY	MUNICIPALITY OF PENN HILLS	1	MCKEAN	BRADFORD TOWNSHIP	1
ALLEGHENY	WEST DEER TOWNSHIP	1	MIFFLIN	MIFFLIN COUNTY REGIONAL	2
ALLEGHENY	NORTH VERSAILLES TOWNSHIP	1	MIFFLIN	EAST NORRITON TOWNSHIP	1
ALLEGHENY	HOPEWELL TOWNSHIP	1	MIFFLIN	LOWER MORELAND TOWNSHIP	1
BERKS	TILDBEN TOWNSHIP	2	MIFFLIN	UPPER MORELAND TOWNSHIP	1
BERKS	MUHLENBERG TOWNSHIP	2	MIFFLIN	UPPER DUBLIN TOWNSHIP	1
BERKS	CAERNARVON TOWNSHIP	1	MIFFLIN	HORSHAM TOWNSHIP	1
BERKS	FLEETWOOD BOROUGH	1	MIFFLIN	TOWAMENCIN TOWNSHIP	1
BERKS	EXETER TOWNSHIP	1	MIFFLIN	WHITEMARSH TOWNSHIP	1
BUCKS	HILLTOWN TOWNSHIP	3	MIFFLIN	LOWER PROVIDENCE TOWNSHIP	1
BUCKS	PENNRIDGE REGIONAL	2	NORTHAMPTON	BETHLEHEM CITY	2
BUCKS	TULLYTOWN BOROUGH	1	NORTHAMPTON	BETHLEHEM TOWNSHIP	1
BUCKS	SPRINGFIELD TOWNSHIP	1	NORTHAMPTON	UPPER MERIDEN TOWNSHIP	1
BUCKS	DOYLESTOWN TOWNSHIP	1	NORTHAMPTON	LEHIGH TOWNSHIP	1
BUCKS	WARRINGTON TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	7
BUCKS	MIDDLETOWN TOWNSHIP	1	UNION	BUFFALO VALLEY REGIONAL	1
BUTLER	PENNTOWNSHIP	1	UNION	NORTH STRABANE TOWNSHIP	1
CAMBRIA	RICHLAND TOWNSHIP	2	WESTMORELAND	WASHINGTON TOWNSHIP	2
CAMBRIA	WESTTOWN/EASTGOSHEN REGIONAL	1	WESTMORELAND	LIGONIER TOWNSHIP	2
CAMBRIA	EAST BRANDYWINE TOWNSHIP	1	WESTMORELAND	LOWER MERIDEN CITY	1
CLEARFIELD	LAWRENCE TOWNSHIP	1	WESTMORELAND	NORTH HUNTINGDON TOWNSHIP	1
COLUMBIA	HEMLOCK TOWNSHIP	1	WESTMORELAND	ROSTRIVER TOWNSHIP	1
COLUMBIA	TOWN OF BLOOMSBURG	1	WESTMORELAND	HANOVER BOROUGH	1
DAUPHIN	HARRISBURG CITY	1	WESTMORELAND	HELMAM TOWNSHIP	1
DAUPHIN	SWATARA TOWNSHIP	1	WESTMORELAND	SPRING GARDEN TOWNSHIP	1
DELAWARE	NEWTOWN TOWNSHIP	2	WESTMORELAND	YORK AREA REGIONAL	1
DELAWARE	CHESTER CITY	1	PA STATE POLICE	Troop A	20
BRIE	MILLCREEK TOWNSHIP	1	PA STATE POLICE	Troop B	25
RAYETTE	CONNELLSVILLE CITY	1	PA STATE POLICE	Troop C	14
LACAWANNA	CARBON DALE CITY	2	PA STATE POLICE	Troop D	22
LACAWANNA	SOUTHINGTON TOWNSHIP	1	PA STATE POLICE	Troop E	12
LACAWANNA	OLYPHANT BOROUGH	1	PA STATE POLICE	Troop F	13
LACAWANNA	SCRANTON CITY	1	PA STATE POLICE	Troop G	15
LACAWANNA	BLAKELY BOROUGH	1	PA STATE POLICE	Troop H	25
LACAWANNA	SCOTT TOWNSHIP	1	PA STATE POLICE	Troop J	16
LACAWANNA	WEST HEMPFIELD TOWNSHIP	1	PA STATE POLICE	Troop K	8
LACAWANNA	EAST HEMPFIELD TOWNSHIP	1	PA STATE POLICE	Troop L	18
LACAWANNA	SUSQUEHANNA REGIONAL	1	PA STATE POLICE	Troop M	10
LACAWANNA	NORTHERN LANCASTER COUNTY REGIONAL	1	PA STATE POLICE	Troop N	15
LACAWANNA	MANHEIM TOWNSHIP	1	PA STATE POLICE	Troop P	8
LACAWANNA	MANHEIM BOROUGH	1	PA STATE POLICE	Troop R	11
LEBANON	SOUTH LONDON RY TOWNSHIP	1	PA STATE POLICE	Troop T	6
2017 Unrestrained Fatalities Covered by Municipal PDs					106
2017 Unrestrained Fatalities Covered by PA State Police*					238
Total 2017 Unrestrained Fatalities Covered					344
Total 2017 Unrestrained Fatalities					378
Percent of Total Unrestrained Fatalities Covered					91.01%

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

Sustained Belt Law Enforcement

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

sustained seat belt enforcement during non-mobilization periods for the counties covered by the funded departments.

Pennsylvania State Police (PSP) policy language indicates “[m]embers are strongly encouraged to adopt a zero-tolerance policy towards any violation of the Commonwealth’s seat belt and child passenger restraint laws.” Formal “Zero Tolerance” policies are avoided in the PSP to minimize the appearance of quota establishment. Seat belt and child restraint citations written throughout the year are an indicator of sustained focus towards occupant protection enforcement. Additionally, the PSP utilize training videos periodically which encourage and promote seat belt and child restraint enforcement to their Troopers. These videos help reinforce the need to enforce the primary and secondary occupant protection laws in Pennsylvania.

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

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

As shown above in Figure 4.11, the rate of unrestrained crashes, suspected serious injuries, and fatalities increases at night. To target this problem, a percentage of mobilization enforcement will be conducted at nighttime. Additionally, coordinated communication and enforcement plans will be distributed to Impaired Driving Projects. This media strategy will run during the Thanksgiving and May Seat Belt Mobilizations. The goal of this effort is to reduce both unbelted and impaired crashes and fatalities through coordinated enforcement and media plans. There will be no consolidation of funding sources for these efforts between the different types of enforcement. In the past, grantees have been required to conduct all enforcement during the Thanksgiving mobilization at night and 50 percent of Memorial Day mobilization enforcement at night. For FFY 2019 similar rates of nighttime enforcement is planned.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

straightforward: the data informs the selection of the appropriate countermeasure and program area based on the casual factors, the appropriate geographic locations to target, and the allocation of available resources.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

Countermeasures That Work

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02	Municipal Occupant Protection Enforcement & Education Program	High Visibility and Sustained OP Enforcement
471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

5.1.1.1 Planned Activity: Municipal Occupant Protection Enforcement & Education Program

Planned activity name Municipal Occupant Protection Enforcement & Education Program

Planned activity number OP-2019-02

Primary countermeasure strategy High Visibility and Sustained OP Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Municipal police participation in occupant protection enforcement operations will be coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement sub grants will use an allocation formula based on unrestrained crash data along with an assessment of individual LEA capacity to fulfill the grant requirements. This process will ensure that LEAs funded for seat belt enforcement will represent at least 70 percent of the statewide unrestrained crashes. This project will participate in both CIOT and Thanksgiving mobilizations. Additionally, the project will conduct a Teen Seat Belt mobilization and CPS Enforcement mobilization.

The Teen Seat Belt mobilization helps to improve usage among a targeted high risk population. Another occupant protection identified high risk population is nighttime drivers. An effort to target this population is included in major occupant protection mobilizations by requiring municipal departments to conduct 50% of enforcement during nighttime hours. For additional information about these high risk populations please see the Occupant Protection Program Area and the OP High Visibility & Sustained Enforcement Countermeasure Strategy descriptions.

This project will also provide Law Enforcement Liaison support services to provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas and municipal police departments, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and prepare reports as necessary.

Enter intended subrecipients.

Eligible applicants include local governments*.

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

entity, or any agency or instrumentality of a local government.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained OP Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$495,000.00	\$0.00	\$495,000.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,306,000.00	\$0.00	\$1,306,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-02	Statewide Child Passenger Safety Program Coordination	Child Restraint System Inspection Station(s)

5.1.2.1 Planned Activity: Statewide Child Passenger Safety Program Coordination

Planned activity name Statewide Child Passenger Safety Program Coordination

Planned activity number CP-2019-02

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

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

Car Seat Loaner Programs: The cost of obtaining child restraints can be a barrier to some families in using them. A Child Passenger Restraint Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraint seats or child booster seats for loaner programs to distribute to qualified families. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loan Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is publicly available on the project's website.

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

Child restraint inspection stations (§ 1300.21 (d)(3)):

◦ **Population Coverage**

- Pennsylvania maintains an active network and directory of Child Restraint Inspection Stations in 66 of 67 counties (99.85% population coverage).

◦ **Underserved Areas**

- The one county, Montour which is not served by an Inspection Station, is served by a Car Seat Loaner Program (car seats provided with State funds) for low-income families. Approximately half, 52.8 percent, of these Loaner Programs are operated by nationally certified Child Passenger Safety Technicians. These counties are served through Hospital Education as required by 75 Pa.C.S. § 4583 and provided through RFP 3513R07 and PennDOT subgrantee Community Traffic Safety Projects through child passenger safety educational outreach and awareness programs.

- 75 Pa.C.S. § 4583. Hospital information program.
 - (a) Availability of restraint devices. --The hospital, in conjunction with the attending physician, shall provide the parents of any newborn child with any information regarding the availability of loaner or rental programs for child restraint devices that may be available in the community where the child is born.
 - (b) Instruction and education programs. --The department shall provide instructional and educational program material through all current public information channels and to all relevant State and Federally funded, community-based programs for maximum distribution of information about this child passenger protection law.
- Contract #4400013780 Task A – Hospital Education
 - The Traffic Injury Prevention Project will, under this contract,

- Assist all Pennsylvania hospitals having a birthing and/or pediatric department in achieving the legislative requirements pertaining to child passenger safety described in PA Title 75 § 4583.
- Assess needs at each individual hospital and to evaluate community needs through data driven analysis and target resources appropriately.
- Develop, maintain, and distribute posters, pamphlets, etc.; provide knowledgeable replies to questions about laws, recommendations, and best practices; provide AV materials for loan; and provide training and technical assistance on correct use of car seats.

(Note: we provide print materials, we have not provided video/dvds in a while, you may want to take out AV. We do refer to websites that have video clips, for example Children’s Hospital of Philadelphia, Child Passenger Safety Board, car seat manufacturer’s websites, etc.)
- Monitor the program for effectiveness and adjust the program as needed.

◦ **Staffing**

- All 193 Child Restraint Inspection Stations statewide are operated by nationally certified Child Passenger Safety Technicians during working hours.

Child passenger safety technicians (§ 1300.21 (d)(4)):

◦ **Recruiting, training, and maintaining a “sufficient number” of CPS Technicians**

- Population coverage:
 - Pennsylvania maintains an active network and directory of Child Passenger Safety Technicians in 66 of 67 counties (99.57% population coverage). There are 1660 total CPS Technicians and Instructors in Pennsylvania. Technicians operate all 193 Child Restraint Inspection Stations statewide during working hours and at least one technician is available during each inspection event conducted in the State.
 - The 2017 recertification rate for Pennsylvania was 64.7 percent with 481 out of 743 certified child passenger safety technicians completing the recertification requirements. The recertification rate was above the National average of 58.4 percent. A Child Passenger Safety Technical Update class, approved to meet the six CPS CEUs toward recertification is developed and offered statewide. On average, 30 child passenger safety

technical updates are provided (FY 2014-2015: 30 classes; FY 2015-2016: 27 classes; FY 2016-2017: 30 classes; FY 2017-2018: 32 classes conducted and scheduled).

- Pennsylvania annually provides, on average, 23 Standardized Child Passenger Safety classes (FY 2014-2015: 24 classes; FY 2015-2016: 21 classes; FY 2016 – 2017: 28 classes; FY 2017 – 2018: 19 classes conducted and scheduled).
- To recruit, train and maintain child passenger safety technicians strategically located throughout Pennsylvania, the Selected Offeror will:
 - Based on the observed recertification rate, conduct a minimum of 10 child passenger safety certification classes to offset the annual lapses in certifications and ensure adequate coverage of inspection stations and events. Outreach for participation in the certification class is conducted in counties identified through the population-based level of service assessment. Currently, six Standardized Child Passenger Safety Certification classes are scheduled. (October: Indiana County, Union County, and Venango County; November: Centre County and Franklin County; December: Washington County)
 - Develop a one-day child passenger safety technical update approved for the six continuing education units (CEUs) annually.
 - Conduct a minimum of 20 child passenger safety technical update classes for child passenger safety technician instructors and child passenger safety technicians

In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative trainings for FFY 2019.

Class	Location	Estimated Students
1	Confirmed – Allegheny County	15 - 20
2	Confirmed – Dauphin County	25 - 30
3	Tentative – Clarion County	12 - 15

4	Tentative – Snyder/Union County	12 - 15
5	Tentative – Lackawanna County	12 - 15
6	Tentative – Lehigh County	15 - 20
7	Tentative – Luzerne County	12 - 15
8	Tentative – Lycoming County	12 - 15
9	Tentative – McKean County	10 - 12
10	Tentative – Monroe County	12 - 15
11	Tentative – Montgomery County	15 – 20
12	Tentative – Montour County	10 - 12
13	Tentative – Snyder/Union County	12 - 15
14	Tentative – Warren County	10 - 12
15	Tentative – Wayne County	10 - 12
16	Tentative – Wyoming County	10 - 12

- Contract #4400013780 Task C – Certification Program Assistance

- The Traffic Injury Prevention Project will, under this contract,
 - Maintain the National Child Passenger Safety Certification Program in Pennsylvania and meet the recommendations and requirements for the program set by the National Highway Traffic Safety Administration.
 - Assess statewide needs using data driven analysis and complete all activities related to conducting NHTSA-approved child passenger safety technician courses, recertification courses, and continuing education units for certified technicians.
 - Create and maintain a list of all technicians and instructors and matching those with events and public requests as needed.
 - Serve as a knowledgeable resource for certified technicians, instructors, public and private agencies, and the public.
 - Obtain and maintain CPS Technician certification for 7 staff positions funded under this contract.
 - Monitor the program for effectiveness and adjust the program as needed.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$267,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$704,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Aggressive driving behavior includes speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly. On average, between 2013 and 2017, 11 percent of all fatalities and nine percent of all suspected serious injuries were a result of aggressive driving. During this same timeframe, 42 percent of all fatalities and 32 percent of suspected serious injuries were a result of speeding related crashes. In a crash that is deemed aggressive, speed is typically the most common contributing factor.

Despite decreases in speed-related fatalities in recent years, speed remains a casual factor in roughly 40 percent of crashes. To ensure the data continues to trend downward Pennsylvania will focus on implementing recommendations from the current Strategic Highway Safety Plan and from the Speed Management Action Plan prepared for PennDOT by Federal Highway Administration and leidos. Coordination with the HSIP program will be invaluable towards a comprehensive approach to reducing speed-related crashes on Commonwealth roadways. Strategies supported among our traffic safety stakeholder network and promoted by the SHSP and Speed Management Action Plan include increasing the use of new technologies, education and outreach programs, and law enforcement efforts.

It is anticipated that the extra enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, and a lasting change in motorist behavior. Law enforcement agencies in Pennsylvania are provided overtime enforcement funding to implement proven and cost-effective traffic safety enforcement strategies.

Speeding and aggressive driving enforcement is also provided in specific problem areas. The Pennsylvania Aggressive Driving Enforcement and Education Project (PA ADEEP), works with municipal law enforcement agencies (LEA), who cover problematic aggressive driving and speeding crash/injury jurisdictions. Once a jurisdiction is selected, a .pdf file containing aggressive driving and speeding crash data is given to the applicable police department upon request. The police use this information for operational planning purposes.

State crash data shows a 2.6 percent reduction in distracted driving crashes and a 8.6 percent reduction in distracted driving fatalities from 2016 to 2017. It is believed that the actual number of distracted driving crashes is much higher, but many go unreported because the cause is not apparent to the investigating officer. Cell phone usage while driving is a major contributing factor in distracted driving crashes since brain activity needed to focus on the road is dangerously compromised. Besides texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/MP3/CD player also contributes to driver distraction. According to NHTSA's Distracted Driving press release from April of 2018, nine percent of drivers age 15 to 19 years old, that are involved in fatal crashes, were reported as distracted. This age group has the largest percentage of drivers who were distracted at the time of crash.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted

driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	460.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained PTS Enforcement

5.2.1 Countermeasure Strategy: High Visibility and Sustained PTS Enforcement

Program area	Police Traffic Services
Countermeasure strategy	High Visibility and Sustained PTS Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Over 40 percent of all fatalities were a result of speeding related crashes and, on average, 11 percent of all fatalities were a result of aggressive driving. This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts, ensuring enforcement is directed at the most problematic driving behaviors as defined by crash data. Mobilizations and sustained enforcement are identified for this countermeasure as part of our annual traffic safety enforcement planning calendar.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 325 municipal police departments can participate in the Commonwealth's high visibility and sustained aggressive driving/speed enforcement efforts.

Evidence of Effectiveness:

Countermeasures That Work

Chapter 3: Sections 2.2, 2.3, 4.1

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-02	Municipal Aggressive Driving Enforcement and Education Program	High Visibility and Sustained PTS Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

5.2.1.1 Planned Activity: Municipal Aggressive Driving Enforcement and Education Program

Planned activity name Municipal Aggressive Driving Enforcement and Education Program

Planned activity number PT-2019-02

Primary countermeasure strategy High Visibility and Sustained PTS Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under §

1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Municipal police participation in aggressive driving enforcement operations will be coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement subgrants will utilize an allocation formula based on aggressive driving-related data. Eligible governmental units are identified based on police jurisdictional coverage of high-crash areas and other data.

This project will also provide Law Enforcement Liaison support services to provide training and technical assistance to law enforcement agencies, assist in the selection of enforcement areas and municipal police departments, coordinate multi-jurisdictional enforcement efforts, monitor the performance of police during enforcement campaigns, and prepare reports as necessary.

There will be three statewide aggressive driving waves throughout the year in addition to sustained enforcement. One of the three waves will have a distracted driving theme in coordination with April being National Distracted Driving Awareness Month. Drivers sometimes unknowingly commit aggressive driving actions while distracted. The officers doing the enforcement will be looking for distracted drivers along with aggressive drivers.

Enter intended subrecipients.

Eligible applicants include local governments*.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained PTS Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$467,000.00	\$0.00	\$467,000.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,234,000.00	\$600,000.00	\$1,234,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.2 Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned activity name Municipal Police Traffic Services Enforcement Program

Planned activity number PT-2019-04

Primary countermeasure strategy High Visibility and Sustained PTS Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PennDOT will offer enforcement grants for FFY 2019 that will fund municipal police participation in impaired driving, occupant protection, and aggressive driving enforcement countermeasures in a single agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. Currently the City of Philadelphia, the City of Pittsburgh, Bucks County, and Chester County are the only Police Traffic Service grants offered. We plan to coordinate the Police Traffic Service program with all four agencies again in FFY 2019 and add Clearfield Borough, Lehigh Township, Old Lycoming Township, Towanda Borough, Venango County, and Warren County.

Enter intended subrecipients.

Eligible applicants include local governments*.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained PTS Enforcement
2019	High Visibility and Sustained OP Enforcement
2019	High Visibility and Sustained DUI Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$208,000.00	\$0.00	\$208,000.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$548,000.00	\$0.00	\$548,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Motorcycles are becoming more common on the roads. From 2008 to 2017, Pennsylvania saw a 3.6 percent increase in motorcyclists and a 3.2 percent decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. The majority of multi vehicle crashes involving a motorcycle over the past 4 years have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Pennsylvania's motorcycle helmet law was revised in 2003. Currently, motorcyclists in Pennsylvania who are 21 years of age or older with 2 years riding experience or who have successfully passed the State's free-of-charge Motorcycle Safety Program have the option to ride without a helmet. In 2017, the number of students trained by the Motorcycle Safety Training Program decreased from 16,673 to 13,007. Efforts to increase attendance will be continued throughout the grant year through multiple media outlets and advisories.

Roughly 24 percent of all motorcycle operators killed in a crash in Pennsylvania were reported as suspected of drug and or alcohol impairment by law enforcement in 2017. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing crashes. Motorcycle fatalities totaled 180 in 2017,

accounting for approximately 15 percent of all traffic fatalities in Pennsylvania.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	173.2
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	84.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign (MC)

5.3.1 Countermeasure Strategy: Communication Campaign (MC)

Program area Motorcycle Safety

Countermeasure strategy Communication Campaign (MC)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child

restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-01	Motorcycle Safety Initiatives	Communication Campaign (MC)

5.3.1.1 Planned Activity: Motorcycle Safety Initiatives

Planned activity name	Motorcycle Safety Initiatives
Planned activity number	M9MA-2019-01
Primary countermeasure strategy	Communication Campaign (MC)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pennsylvania Department of Transportation, Bureau of Driver Licensing.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign (MC)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$77,000.00	\$0.00	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$174,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

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

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Pedestrians

Pedestrian safety is an emerging focus area of highway safety. The 5-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for almost 13.2 percent.

Pedestrian fatalities and reported crashes involving pedestrians have decreased in the last year. Overall, pedestrian fatalities and reported crashes involving pedestrians have fluctuated over the last five years. The total number of bicycle crashes decreased in 2017, but remained relatively consistent over the last 5 years. Bicycle fatalities have fluctuated over the same time period, however, and in 2013 were the lowest.

Over 40 percent of pedestrian crashes and fatalities occurred while pedestrians were "entering crossing/specified location". This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance. Pedestrians ages 75 and over represent a sizable portion (12.7%) of pedestrian fatalities. Ages 45-49 represent the second highest percentage of pedestrian fatalities by age group (10%). This information will be used by both the educational outreach and enforcement communities to inform activity planning.

Bicyclists

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

Despite recent downward trends in crashes and injuries, the 5-year average linear fatality trend has remained relatively constant, but with a spike of 21 fatalities in 2017. PennDOT will continue to promote bicycle safety programs through a variety of avenues to stay ahead of this emerging issue.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	156.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	17.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Pedestrian Enforcement
2019	Communication Campaign (Ped/Bike)

5.4.1 Countermeasure Strategy: High Visibility Pedestrian Enforcement

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy High Visibility Pedestrian Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The level of funding allocated to this countermeasure reflects a projected amount necessary to expand the number of participating police departments from four in FFY 2018 to eight or more in FFY 2019. Participating police departments are prioritized based on crash data analysis.

Evidence of Effectiveness:

Countermeasures That Work

Chapter 8: Sections 4.2, 4.4

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FHLE-2019-01	Municipal Pedestrian Enforcement and Education Program	High Visibility Pedestrian Enforcement

5.4.1.1 Planned Activity: Municipal Pedestrian Enforcement and Education Program

Planned activity name	Municipal Pedestrian Enforcement and Education Program
Planned activity number	FHLE-2019-01
Primary countermeasure strategy	High Visibility Pedestrian Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a

sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

To address limited interest when offering this grant in recent years, municipalities will be prioritized and targeted by crash data analysis and proactively offered pilot grants. In response to this knowledge of where a large portion of these crashes are occurring, additional efforts to contact each of the identified municipalities will be made to encourage them to utilize a grant funded program that focuses on pedestrian safety in their area. A summary of each municipality's pedestrian crash picture, along with demographic information, will be given to the municipalities to provide them with a better understanding of the problem, and in turn, promote their participation.

Enter intended subrecipients.

Eligible applicants include local governments*.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Pedestrian Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$215,000.00	\$100,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: Communication Campaign (Ped/Bike)

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Communication Campaign (Ped/Bike)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-

back on national media buys and/or target specific periods of time and geographic locations based crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FHPE-2019-01	Bicycle Safety Outreach - Videos	Communication Campaign (Ped/Bike)

5.4.2.1 Planned Activity: Bicycle Safety Outreach - Videos

Planned activity name	Bicycle Safety Outreach - Videos
Planned activity number	FHPE-2019-01
Primary countermeasure strategy	Communication Campaign (Ped/Bike)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Generally speaking, bicycle safety is not improving in Pennsylvania. Our bicycle fatality numbers, while low in comparison to our overall fatality number, have remained relatively consistent over the last several years. We have focused our efforts on a variety of initiatives centering around educating the bicyclists on how to be safe while on our roadways. There are significantly more bicycle involved crashes than fatalities and our concern is as we make a shift to support more multi-modal transportation opportunities we could see the number of fatalities on the rise too. In an attempt to be proactive we plan to work with our bicycle safety partners to establish videos that focus on a different type of education. This education would focus on motor vehicle drivers and how they interact with bicyclists. The thought is if we can educate larger numbers of drivers to the dangers a bicyclist faces then as the bicycle ridership increases our motorists will be better prepared to coexist with them on the highway.

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign (Ped/Bike)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$100,000.00	\$0.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Crash record management is divided into three sections. The reports section sorts, categorizes, batches, and prepares paper crash reports from the field and insures that the reports are scanned into the Crash Report System (CRS). The analysis section uses the CRS to validate crash information coming in from paper and electronic police crash reports and checks the incoming data against a set of roughly 400 edits. The information systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART), Pennsylvania Crash Information Tool (PCIT), and other analysis tools to retrieve summarized data. Those requesting data include engineers, the 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.

Projects that will be implemented in FFY 2019 to improve the state data system are outlined in the 2019 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified recommendations and considerations in the system, crash records performance measures, and updates on ongoing projects.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Completeness	Annual	2019	0.7
2019	Accuracy	Annual	2019	0.4
2019	Timeliness	Annual	2019	9.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves one or more performance measures of one or more core highway safety databases
2019	Improves one or more performance measures of a core highway safety database

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

Program area	Traffic Records
Countermeasure strategy	Improves one or more performance measures of one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-03	M.A.C.H.	Improves one or more performance measures of one or more core highway safety databases
M3DA-2019-04	Roadway Inventory Data Collection	Improves one or more performance measures of one or more core highway safety databases

5.5.1.1 Planned Activity: M.A.C.H.

Planned activity name	M.A.C.H.
Planned activity number	M3DA-2019-03
Primary countermeasure strategy	Improves one or more performance measures of one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Equip law enforcement vehicles with M.A.C.H. (Mobile Architecture for Communications Handling) software to measure its relative effectiveness with data that is hand entered or scanned. Bar Code Scanners can only collect data that exists on the registration and driver's license that was coded on the document at the time it was produced. M.A.C.H. enabled vehicles will be able to pull more complete and up to date information for all 50 states and Canada. Expected impacts are as follows; method of Communication between MACH enabled units, allows for CLEAN/NCIC access to Driver and Vehicle Data for all 50 states and Canada, provides License photos from 39 states, improve accuracy of out of state drivers and vehicles, and provide expanded data on out of state drivers and vehicles for citations.

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year

Countermeasure Strategy Name

2019 Improves one or more performance measures of one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$7,000.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$36,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.2 Planned Activity: Roadway Inventory Data Collection

Planned activity name Roadway Inventory Data Collection

Planned activity number M3DA-2019-04

Primary countermeasure strategy Improves one or more performance measures of one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This effort is to collect fundamental data elements for Pennsylvania's roadway inventory. The basis for this project is the federal guidelines requiring full compliance of M.I.R.E. (Model Inventory of Roadway Elements) data elements for all roadways. The expected impact is to decrease the time needed to collect all fundamental data elements for local roadways.

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves one or more performance measures of one or more core highway safety databases

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$236,000.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,265,000.00	\$0.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area	Traffic Records
Countermeasure strategy	Improves one or more performance measures of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

HSP Guidelines No. 10

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-01	Crash Reporting Law Enforcement Liaison Project	Improves one or more performance measures of a core highway safety database
M3DA-2019-02	Crash Architecture and Public/Private Data Interface	Improves one or more performance measures of a core highway safety database
M3DA-2019-05	Traffic Records Integration Plan	Improves one or more performance measures of a core highway safety

5.5.2.1 Planned Activity: Crash Reporting Law Enforcement Liaison Project

Planned activity name Crash Reporting Law Enforcement Liaison Project
Planned activity number M3DA-2019-01
Primary countermeasure strategy Improves one or more performance measures of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

1. Increase the speed with which data are entered into a traffic crash database through electronic reporting by decreasing the amount of time it takes to prepare and post a crash report. We would like to improve timeliness to an average of 8 days per case in FFY 2018. Timeliness is the length of time that occurs from the time a crash occurs to when the crash report is received by PennDOT's Data Repository. It is essential in obtaining real time data for location and cause evaluation.
2. Decrease the number of errors found in all crash cases to an average of .45 errors per case in FFY 2019. In preparing a crash report, the information within the report provides invaluable data when evaluating the crash. The accuracy of the report has a direct impact on the quality of the data being evaluated.
3. Improve the completeness of crash statistics to an average of .75 missing values per case in FFY 2019. A crash report cannot be accurately evaluated when missing fields or attributes are omitted. The primary focus of this project will continue the use of a statewide Law Enforcement Liaison network to work with each of Pennsylvania's Law Enforcement Agencies that are required to submit crash reports. Each Crash Reporting (CR) LEL will establish themselves as the point of contact between PennDOT Crash Reporting staff and the law enforcement community. LEL's will be assigned to make the regular contact with enforcement agencies in 4 PA Regions. The CR LEL will schedule meetings, provide review of existing reporting activities, complete individual or group trainings, workshops, provide computer equipment and training, and review LEA reporting performance.

Without an effective Traffic Records System, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to provide facts to guide programs including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways. Improving data is among the top priorities of NHTSA and state transportation agencies across the county. The realization of the importance of quality data is not only vital to the users of the data, but to those in the field who collect it. Without the cooperation of data collectors (law enforcement agencies), the goal of having timely, accurate, complete, integrated, uniform, and accessible data can never be obtained.

Law enforcement agencies are required to respond to crashes in their jurisdictions. In addition to arranging for appropriate emergency services, securing the scene, gathering evidence, and clearing the roadway as soon as practical, enforcement officers must create the basic record of the circumstances involved in the crash. Even when officers fully understand the importance of high quality crash data, their ability to perform this task is challenged by competing priorities, specific gaps in training or expertise, and often a simple lack of access to the source of required information. A successful system for crash data collection would incorporate the technologies needed by crash investigators to ensure accurate data, eases of completion of the form, as well as seamless transfer of the data. Unfortunately, this is where the breakdowns in the system occur. Local law enforcement agencies (LEAs), pressed for resources, sometimes conclude that they can no longer afford to spend time necessary to complete the Crash Report or file it completely.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEAs) throughout the state. Enforcement agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized allowing the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, completeness and eliminate the manual data entry process. This project continues provide the LEA community a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT's Crash Information Systems and Analysis, Bureau of Maintenance and Operations and 1,200 police agencies across the state.

Enter intended subrecipients.

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

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves one or more performance measures of a core highway safety database

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$165,000.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$881,000.00	\$750,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Planned activity name	Crash Architecture and Public/Private Data Interface
Planned activity number	M3DA-2019-02
Primary countermeasure strategy	Improves one or more performance measures of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year

Countermeasure Strategy Name

2019 Improves one or more performance measures of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$85,000.00	\$0.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$456,000.00	\$110,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2.3 Planned Activity: Traffic Records Integration Plan

Planned activity name Traffic Records Integration Plan

Planned activity number M3DA-2019-05

Primary countermeasure strategy Improves one or more performance measures of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities

during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Description: Pennsylvania is seeking to create a comprehensive Pennsylvania traffic records integration plan. This plan will be comprised of four major deliverables; a current situational analysis, an opportunity analysis, a systems integration plan, and a recommended path evaluation.

The current situation analysis includes creating a comprehensive traffic records inventory, a report on the barriers to complete integration, and documentation of each data system component and owners' availability and commitment to integration.

An opportunity analysis will involve a complete review of each data components strengths, weaknesses, opportunities, and threats. A major component of this will be defining the benefits and opportunities that an integrated system will have for each component/data owner. Alternative integration structures should be explored within the confines that all data will be stored on Commonwealth or data owner servers.

A systems integration plan will define the framework for each integration possibility (for example Crash and Injury Surveillance.). Each grouping of components should be covered. Each candidate integration should be concisely defined.

Lastly, a recommended path evaluation would be completed evaluating the pros and cons of each alternative project followed by establishing a recommended order based on feasibility, value, estimated cost, benefit, and ability to overcome barriers.

Basis for Project: This project addresses recommendation 61. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC projects addressing integration have not been proposed due to lack of knowledge on what steps should be taken for better integration. To remove this conceptual roadblock will allow for a list of potential projects to be proposed and prioritized.

Expected Impact:

- Readily propose Integration projects
- Better estimation of budgets
- TRCC project priorities can be considered
- Improve opportunities for leveraging non-405c funding

Project Priority: High

Projected Budget by Funding Source: (FFY 2019) \$97,769.79 from 405 (c) and Federal Research Funds

Project Milestones:

- Research funding has been secured to employ an academic team build a statement of work
- A request for proposal was published
- Four proposals were submitted and reviewed
- An academic team has been selected

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves one or more performance measures of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$7,000.00		
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$37,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

Starting with FFY 2019, the PA Highway Safety Office (HSO) will use a new allocation formula that will include Class C Licensed Drivers in the calculation. The new formula, continuing to utilize 5-year averages of county-specific data, is weighted 75% Class C Licensed Drivers and 25% Reportable Crashes. This formula adjustment reduces the influence of annual trend deviations in crash data to promote stability, long-term planning, and reduce financial penalties for successful programs. Additionally, the HSO will be limiting primary sponsorship of FFY 2019 and beyond CTSP grants to county governments only. This change will ensure adequate and consistent documentation of consent by counties for usage of allocated safety funds, which is a federal requirement.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,146.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	Educational and Outreach Programs (CTSP)

5.6.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area Community Traffic Safety Program

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected to provide administrative support functions as part of standard State Highway Safety Office program management in accordance with 23 CFR § 1300.4.

The level of funding allocated to this countermeasure is consistent with projected costs for SHSO Program Management and associated grant program-related travel and training needs.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-05	PA Highway Safety Office Program Management	Highway Safety Office Program Management
CP-2019-04	Grant Program Training Needs	Highway Safety Office Program Management

5.6.1.1 Planned Activity: PA Highway Safety Office Program Management

Planned activity name	PA Highway Safety Office Program Management
Planned activity number	CP-2019-05
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$138,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$363,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.1.2 Planned Activity: Grant Program Training Needs

Planned activity name Grant Program Training Needs
Planned activity number CP-2019-04
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$14,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$37,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2 Countermeasure Strategy: Educational and Outreach Programs (CTSP)

Program area Community Traffic Safety Program

Countermeasure strategy Educational and Outreach Programs (CTSP)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-01	Community Traffic Safety Projects	Educational and Outreach Programs (CTSP)

5.6.2.1 Planned Activity: Community Traffic Safety Projects

Planned activity name Community Traffic Safety Projects
Planned activity number CP-2019-01
Primary countermeasure strategy Educational and Outreach Programs (CTSP)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement

data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Educational and Outreach Programs (CTSP)

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$708,000.00	\$0.00	\$708,000.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,868,000.00	\$0.00	\$1,868,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the

State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

PennDOT's Central Press Office and regional Safety Press Officers manage media for the highway safety program. All press releases promoting enforcement activities, law enforcement trainings, and community events are approved by the central press office. The office is also responsible for PSA recordings, interview opportunities, and press conferences. Communications staff tracks earned media activities, outreach meetings, and issues a statewide report. The Press Office maintains multiple Twitter accounts (@PennDOTNews, @SecRichards, and several regional 511PA accounts), a PennDOT Facebook page, an Instagram account, and a YouTube channel that includes many safety and media buy videos. A Safety Communications Plan for FY 2019 will be created to aid grantees and partners in establishing earned media plans throughout the fiscal year.

PennDOT will be using state funds for paid advertising in Fiscal Year 2019. Paid media campaigns are coordinated and implemented by Press Office staff, who ensure that each campaign has a consistent "brand identity" in all messaging. State media buys complement corresponding federal media buys occurring during the same timeframe. All designs, slogans, and media budgets must be approved by the Governor's Press Office before proceeding.

Paid media will be purchased for the following events:

- Labor Day 2018 and Independence Day 2019 DUI Enforcement Crackdowns
 - The campaigns will consist of digital advertising and radio messaging. Males age 18 to 54 will be the primary demographic. This demographic has been identified through the Court Reporting Network (CRN) data as major contributors to the DUI crash problem.
- National Distracted Driving Awareness Month, April 2019
 - Digital and radio advertising will focus on Pennsylvania's no-texting-while-driving law. Teen drivers are the target demographic for this messaging. The campaign will run in conjunction with other National Distracted Driving Awareness Month activities.
- Click it or Ticket National Enforcement Mobilization, May 2019
 - The campaign will consist of digital messages, on-line ads, and gas/convenience store advertising. Males 18 to 54, nighttime drivers, and pickup truck drivers all make up the target demographic. This demographic has been identified as least likely to wear seatbelts.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	359.4
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	268.8
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	460.2
2019	Distracted Driving Fatalities	5 Year	2019	63.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign (Media)

5.7.1 Countermeasure Strategy: Communication Campaign (Media)

Program area Communications (Media)

Countermeasure strategy Communication Campaign (Media)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail

required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The level of funding allocated to this countermeasure reflects the projected costs to conduct a stakeholders focus group and satisfy general printed materials demand.

Evidence of Effectiveness:

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

HSP Guidelines No. 8, I A, II B

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-03	Public Information & Education	Communication Campaign (Media)

5.7.1.1 Planned Activity: Public Information & Education

Planned activity name	Public Information & Education
Planned activity number	CP-2019-03
Primary countermeasure strategy	Communication Campaign (Media)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The PennDOT Graphic Services Center and Commonwealth Media are used to produce materials for use in the highway safety program. Brochures and other free educational pieces address safety focus areas and other safety issues. The publications are available for download, and in some cases, are printed for distribution. An outside contractor can be used for professionally done videos and other materials.

NHTSA has indicated for years that 94% of crashes involve some type of human factor. We have observed similar trends here in Pennsylvania. Several of the federal and state supported outreach opportunities to combat these dangerous driving habits have existed for many years yet we are still seeing crashes related to these factors. This has caused us to pause and ask the question as to whether or not we are using the right messages in our outreach. In limited attempts to answer this question we have asked teens and other safety stakeholders their opinion about this. Their answers validated our concern and has been reinforced by our annual data. To address this we are establishing a project to have a focus group look at our existing messaging as well as provide input

into what type of messaging leads to behavioral change. The hope is that this information will help us revise our state messaging and assist the various national efforts that are being undertaken in this area.

Additionally, PennDOT provides support for the Pennsylvania Yellow Dot Program (<http://www.yellowdot.pa.gov>). This program was created to assist citizens in the “golden hour” of emergency care following a traffic accident when they may not be able to communicate their needs themselves. Placing a yellow dot in your vehicle’s rear window alerts first responders to check your glove compartment for vital information to ensure you receive the medical attention you need.

Enter intended subrecipients.

The Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Communication Campaign (Media)
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$83,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$218,000.00	\$200,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Complete Projects to Enhance Driver Education in Pennsylvania	Annual	2019	2.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Educational and Outreach Programs
2019	Diversion and Plea Agreement Restrictions; Traffic Violator School

5.8.1 Countermeasure Strategy: Educational and Outreach Programs

Program area Driver Education and Behavior

Countermeasure strategy Educational and Outreach Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-2019-02	Novice Driver Statewide Program Support	Educational and Outreach Programs

5.8.1.1 Planned Activity: Novice Driver Statewide Program Support

Planned activity name	Novice Driver Statewide Program Support
Planned activity number	DE-2019-02
Primary countermeasure strategy	Educational and Outreach Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Indiana University of Pennsylvania.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year **Countermeasure Strategy Name**

2019 Educational and Outreach Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Education (FAST)	\$68,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$178,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Driver Education and Behavior

Countermeasure strategy Diversion and Plea Agreement Restrictions; Traffic Violator School

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness

CTW, Chapter 3: Sections 3.2

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DE-2019-01	Implementation of a Driver Improvement School	Diversion and Plea Agreement Restrictions; Traffic Violator School

5.8.2.1 Planned Activity: Implementation of a Driver Improvement School

Planned activity name	Implementation of a Driver Improvement School
Planned activity number	DE-2019-01

Primary countermeasure strategy Diversion and Plea Agreement Restrictions; Traffic Violator School

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

The Pennsylvania Department of Transportation Bureau of Driver Licensing.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Diversion and Plea Agreement Restrictions; Traffic Violator School

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Education (FAST)	\$55,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$146,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In 2001, the Pennsylvania Department of Health's Bureau of EMS requested a NHTSA assessment of the EMS system. In the last 16 years, enabling EMS legislation has significantly changed, introducing new levels of EMS care and providing for advancements in the EMS system. These significant changes, along with changes to the National EMS Information System (NEMSIS), have created additional opportunities for enhancements to traffic records data linkages and safety improvements that will enhance records data.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Complete a NHTSA EMS Assessment	Annual	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year **Countermeasure Strategy Name**

2019 NHTSA EMS Assessment

5.9.1 Countermeasure Strategy: NHTSA EMS Assessment

Program area Emergency Medical Services

Countermeasure strategy NHTSA EMS Assessment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

To ensure prompt emergency medical care for traffic injuries (or other trauma), states should develop and support comprehensive Emergency Medical Services systems. State highway safety offices are encouraged to request formal NHTSA Assessments of specific state highway safety program components, including EMS, to ensure systems provide the greatest support towards common safety performance measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A NHTSA EMS Assessment will provide recommendations and other comments designed to influence the timeliness of emergency medical response to traffic crashes. Subsequent actions as a result of the assessment will provide an enhanced potential to meet established performance measures.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was selected to support a request from the Pennsylvania Department of Health's Bureau of EMS for a NHTSA assessment of their EMS system, considering the last assessment was conducted in 2001 and legislation and standards have since changed. EMS remains a vital component of a multi-faceted statewide highway safety program.

The level of funding allocated to this countermeasure reflects the projected administrative costs to conduct the NHTSA EMS assessment.

Evidence of Effectiveness:

HSP Guidelines No. 11

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM-2019-01	NHTSA EMS Assessment	NHTSA EMS Assessment

5.9.1.1 Planned Activity: NHTSA EMS Assessment

Planned activity name	NHTSA EMS Assessment
Planned activity number	EM-2019-01
Primary countermeasure strategy	NHTSA EMS Assessment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This is an extension of a project from FFY 2018. The Pennsylvania Department of Health will continue to focus on how changes to the EMS system can impact traffic records data to collectively enhance safety programs across the behavioral safety focus areas. Upon completion of the assessment, the Bureau of EMS will implement a strategic improvement plan to action upon items identified during the assessment.

Enter intended subrecipients.

Pennsylvania Department of Health.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 NHTSA EMS Assessment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$13,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$33,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.10 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

As revealed by state crash data, the most prevalent group of drinking-drivers involved in crashes are male drivers age 21-35. Male drivers in this age group accounted for more than 37% of all drinking-driver crashes in 2016. The breakdown of vehicle type driven by the drinking driver is 56% passenger car and 38% small truck or SUV. Of all drinking-drivers involved in crashes in 2016, 74% were male. Additionally, 90% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 73% were the drinking drivers themselves.

The Table below shows the number of arrests for driving under the influence and the rate of arrests per 100 thousand licensed drivers for the past five years. As per Section 3816 of Title 75, individuals charged with a DUI are required to be evaluated using Court Reporting Network (CRN) tools to determine the offender's involvement in alcohol or drugs prior to sentencing. There were just over 46,000 CRN evaluations conducted during 2017. According to these evaluations, year-ending statistics show that 73.4% of all arrests for DUI offenders were male, 16.6% were in the 21-24 in age, 77.2% were white, 53.2% were single or not married, and the average BAC for all offenders at time of arrest was 0.17%.

	2013	2014	2015	2016	2017
Total DUI Cases (per AOPC)	54,121	52,636	52,382	53,578	52,189
Licensed Drivers in Pennsylvania	8,456,090	8,483,415	8,506,716	8,533,514	8,580,848
DUI Arrest Rate (per 100K drivers)	640	620	616	628	608

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

Nearly 28% of the DUI arrests in 2017 were a result of an impaired driving crash. As shown in the table below, on average, one alcohol-impaired fatality occurred for every 25 alcohol-impaired crashes and one drug-impaired fatality occurred for every 30 drug-impaired crashes. Also revealed in the table is the increasing number of drug-impaired crashes. The second table below shows the corresponding increase in drug-related impaired driving charges. It is not clear whether the drug-impaired driving problem is increasing or if law enforcement is becoming better in identifying drug-impaired drivers through increased training. What is certain is that it will take a comprehensive approach to achieve our goals in reducing impaired driving crashes and fatalities.

DUI Crashes	2013	2014	2015	2016	2017
Alcohol-impaired Crashes (0.08+)	4,744	4,527	4,221	3,998	3,985
Alcohol-impaired Fatalities (0.08+)	292	248	246	192	157
Drug-impaired Crashes	2,340	2,377	2,868	3,217	3,461
Drug-impaired Fatalities	92	95	104	120	114

Source: PennDOT Crash Reporting System

DUI Charges	2013	2014	2015	2016	2017
§ 3802(a)(2) [BAC 0.08 to 0.099]	3,545	3,553	3,182	2,927	2,690
§ 3802(b) [BAC 0.10 to 0.159]	12,350	12,320	11,371	10,534	9,988
§ 3802(c) [BAC 0.16+]	21,385	20,545	19,128	17,575	16,398
§ 3802(d) [Controlled Substance]	18,987	20,691	26,382	32,470	33,985

Source: Administrative Office of Pennsylvania Courts

As already stated, the Commonwealth is experiencing a year-after-year increase in the arrests stemming from impaired driving due to drugs. This increase is most likely due to the amount of efforts being placed in drugged driving recognition and training for law enforcement. DUI-D arrests have increased almost 80 percent over the past five years and well over 200 percent since the beginning of the DRE program in Pennsylvania in the past ten years. The majority of law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted towards officers that are already NHTSA SFST certified. Thousands of law enforcement officers in Pennsylvania have received ARIDE training. The number of crashes due to a drugged driver and DUI charges for drug impairment are both increasing compared to alcohol impairment.

A contributing factor to the rise in both drug-impaired driving arrests and crashes is the continual increasing efforts towards training law enforcement to better detect the drug-impaired driver. The thousands of officers who have received ARIDE training and the nearly 175 DREs are directly related to the increase in arrests. Other issues such as the national opioid epidemic as well as the push to legalize recreational marijuana have increased the number of drugged drivers on the Commonwealth's highways. Since October of 2017 when the state coordinator was changed and the program underwent some adjustments, a DRE school was held in the East, West and the next is scheduled for the North East. This is the first time since the inception of the program in Pennsylvania that three training classes were held in one year. Additionally, we now have 2 successful locations to conduct the certification portion of DRE training. One is a drug and alcohol rehabilitation facility that we have been using for years. The other is in select neighborhoods in the city of Philadelphia. Not only are we able to conduct the training by securing drug impaired subjects, we are combining it with community outreach by providing donated items to the homeless, and providing treatment counselors to assist those interested in rehabilitation.

The DRE tablet project starting in June 26, 2018, will greatly ease the DRE reporting burden. It will allow for the completion of reports in significantly less time, contributing to the expediency and efficiency of the impaired driving investigation.

The Pennsylvania DUI Association Annual Meeting in November 2018 will have a separate track for DRE officers. DREs are being invited from surrounding states to attend. DRE state coordinators from West Virginia, New Jersey and Pennsylvania will be presenting. A representative from IACP will also be attending and presenting. We are hoping DREs will attend from Pennsylvania, New York, New Jersey, West Virginia, Ohio and Delaware.

The next major project on the horizon for improving the DRE program will be to establish a more expedient and efficient DRE contact/callout process.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	268.8
2019	Drug Impaired Driver Crashes	5 Year	2019	3,039.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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2019	Prosecutor Training
2019	Law Enforcement Training
2019	Judicial Education
2019	High Visibility and Sustained DUI Enforcement
2019	DWI Courts
2019	Court Monitoring

5.10.1 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The level of funding allocated to this countermeasure reflects an amount necessary to support a Traffic Safety Resource Prosecutor position in FFY 2019.

Evidence of Effectiveness:

HSP Guidelines No. 8, II D

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5TR-2019-03	Traffic Safety Resource Prosecutor	Prosecutor Training

5.10.1.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	M5TR-2019-03
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

More than 50,000 individuals are arrested for impaired driving each year in Pennsylvania, comprising more than 100,000 charges filed. Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of enforcement efforts. The TSRP under this contract acts as both a trainer and legal expert on DUI matters for law enforcement officers and prosecutors statewide. Tasks under this position include providing trainings ranging from case law to case presentation, and serving as an on-demand resource for legal issues in DUI cases. The TSRP also provides timely opinions on changes in case law stemming from recent DUI court cases.

Enter intended subrecipients.

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

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Prosecutor Training
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$33,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$168,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.2 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Evidence of Effectiveness

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5TR-2019-02	DUI Law Enforcement Liaisons/DRE Program Coordination	Law Enforcement Training
471141	Institute for Law Enforcement Education	

5.10.2.1 Planned Activity: DUI Law Enforcement Liaisons/DRE Program Coordination

Planned activity name	DUI Law Enforcement Liaisons/DRE Program Coordination
Planned activity number	M5TR-2019-02
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Each Federal fiscal year, PennDOT law enforcement grantees conduct high visibility enforcement during both local and national mobilizations as well as sustained enforcement during other periods of the year. Maintaining this level of HVE requires police that are trained and to have the technical resources and support available. This is the role delivered by the DUI Law Enforcement Liaisons (LELs). Of the individual tasks included in this project, the majority are categorized as either training or technical support. Law enforcement officers must be properly trained to maintain an effective high visibility enforcement program. The DUI LELs will serve as trainers for trainings which include sobriety checkpoints, standardized field sobriety testing (SFST), advanced roadside

impaired driving enforcement (ARIDE), and drug evaluations and classification trainings. Activity under this project also provides technical assistance to the impaired driving HVE grantees by distributing case law updates, on-site quality assurance of sobriety checkpoints, review of standard operating procedures, and providing responses to law enforcement inquiries on complex DUI issues. The most crucial role served by the DUI LELs is acting as the bridge between the state highway safety office and the law enforcement community.

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

Enter intended subrecipients.

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

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Law Enforcement Training
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$150,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$781,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.10.2.2 Planned Activity: Institute for Law Enforcement Education

Planned activity name Institute for Law Enforcement Education

Planned activity number 471141

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PennDOT relies heavily on police officers to conduct enforcement strategies focusing on highway safety. As a result, PennDOT partners with the Pennsylvania Department of Education which provides training in the area of impaired driving enforcement, including standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allows the officers to better implement enforcement strategies that can bring down DUI crash totals. PennDOT finances the training through a Memorandum of Understanding (MOU) with the Department of Education. Each year, more than 4,000 law enforcement personnel receive training under this agreement.

Enter intended subrecipients.

Pennsylvania Department of Education.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$106,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$280,000.00	\$0.00	\$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$97,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$505,000.00	\$0.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.3 Countermeasure Strategy: Judicial Education

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The level of funding allocated to this countermeasure reflects an amount necessary to support a part-time Judicial Outreach Liaison position in FFY 2019.

Evidence of Effectiveness:

HSP Guidelines No. 8, II E

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5TR-2019-04	Judicial Outreach Liaison	Judicial Education

5.10.3.1 Planned Activity: Judicial Outreach Liaison

Planned activity name	Judicial Outreach Liaison
Planned activity number	M5TR-2019-04
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pennsylvania funds a state-sanctioned Judicial Outreach Liaison with the main focus of involving the judicial community in the highway safety community. During this time the PennDOT State Highway Safety Office granted with a Common Pleas Judge and established a program for judicial outreach in the Commonwealth primarily focusing on impaired driving issues. Every year in Pennsylvania the courts process more than 50,000 cases stemming from impaired driving. In some counties, DUI cases comprise up to half of the total cases heard in the courtroom. Questions stemming from recent DUI caselaw and individual DUI issues arise from the judiciary; the JOL serves as that technical resource in a peer to peer exchange of information between judges. The JOL also serves as the liaison between the highway safety community and the judiciary as a whole, offering insight, sharing concerns, participating in stakeholder meetings, providing training, and promoting best practices such as DUI courts and other evidence based best practices.

Enter intended subrecipients.

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

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Judicial Education
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$9,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$47,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.4 Countermeasure Strategy: High Visibility and Sustained DUI Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility and Sustained DUI Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5),

demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 700 municipal police departments can participate in the Commonwealth's high visibility and sustained DUI enforcement efforts.

Evidence of Effectiveness:

Countermeasures That Work

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5HV-2019-02	Municipal DUI Enforcement Programs	High Visibility and Sustained DUI Enforcement
471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

5.10.4.1 Planned Activity: Municipal DUI Enforcement Programs

Planned activity name	Municipal DUI Enforcement Programs
Planned activity number	M5HV-2019-02
Primary countermeasure strategy	High Visibility and Sustained DUI Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PennDOT will offer enforcement grants that will reach nearly 700 municipal police departments addressing road segments with the highest DUI crash numbers statewide as reported by municipal police. Participating departments conduct DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations. Police departments now have access to the Pennsylvania Crash Information Tool (PCIT) to assist them in identifying high-risk areas to target enforcement. The municipal departments also have at their disposal local arrest records and crash data to reference. The 700 municipal police departments cover more than 85% of the impaired driver crashes resulting in an injury or fatality over the period of 2013 to 2017. Grant-funded high visibility DUI enforcement conducted by local police in FFY 2017 resulted in over 163,000 vehicle contacts and more than 3,200 of those motorists were arrested for impaired driving.

Enter intended subrecipients.

Eligible applicants include local governments*.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained DUI Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$389,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$2,032,000.00	\$200,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.4.2 Planned Activity: PA State Police Traffic Safety Initiatives

Planned activity name	PA State Police Traffic Safety Initiatives
Planned activity number	471140
Primary countermeasure strategy	High Visibility and Sustained DUI Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a

sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 5 Tasks:

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

Task 1 - Impaired Driving Enforcement and Initiatives

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Nearly 40 percent of crashes from 2013 to 2017 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its Troops and Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2016 resulted in over 35,000 vehicle contacts and nearly 1,500 of those motorists were arrested for impaired driving.

Task 2 - Child Passenger Safety (CPS) Fitting Stations

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

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

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to most effectively schedule the overtime enforcement initiatives. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases.

Task 4 - Occupant Protection

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

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

Enter intended subrecipients.

Pennsylvania State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility and Sustained PTS Enforcement
2019	High Visibility and Sustained OP Enforcement
2019	High Visibility and Sustained DUI Enforcement
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$125,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$331,000.00	\$0.00	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$584,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,542,000.00	\$2,300,000.00	\$0.00
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$7,000.00	\$0.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,398,000.00	\$400,000.00	
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$360,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$1,881,000.00	\$1,475,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.5 Countermeasure Strategy: DWI Courts

Program area	Impaired Driving (Drug and Alcohol)
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Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child

restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Prosecution and adjudication strategies, including DUI courts, can be shown to change offender's behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. An increasing number of DUI court program evaluations across the country are displaying low DUI recidivism rates for successful graduate and reductions in long-term system cost as offenders spend less time in jail. Including DUI courts as part of a comprehensive DUI program can be expected to greatly contribute to reductions in impaired driving behavior.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to the PennDOT Annual Report to Legislature on DUI, roughly 58% of the total offenders convicted of a DUI offense are repeat offenders. This countermeasure has been selected to provide start-up costs associated with establishing new county DUI court programs as an effort to reduce recidivism among DUI offenders.

The level of funding allocated to this countermeasure reflects an amount necessary to support one new county DUI court program in FFY 2019. The number of court programs supported under this countermeasure is based on the number of counties without existing court programs, their ability/interest in participating, a review of arrest/conviction/recidivism data, and feedback from PA Highway Safety Office program staff.

Evidence of Effectiveness:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5CS-2019-01	DUI Courts	DWI Courts

5.10.5.1 Planned Activity: DUI Courts

Planned activity name	DUI Courts
Planned activity number	M5CS-2019-01
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Last year in Pennsylvania, there were nearly 16,000 convictions for a second or subsequent DUI offense. The convictions accounted for approximately 57 percent of all DUI convictions that year. PennDOT provides counties with grants for DUI Court to address recidivism. The DUI Courts structured similarly to the preexisting Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism.

Enter intended subrecipients.

Washington County and one additional Pennsylvania county TBD.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$25,000.00	\$0.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$126,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.6 Countermeasure Strategy: Court Monitoring

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Court monitoring programs observe, track and report on DUI court or administrative hearing activities. This countermeasure provides data and information on a variety of court outcomes and related administrative functions, such as compliance with federal and state DUI-related regulations and policies, how many cases are dismissed or pled down to lesser offenses, and convictions. The resulting information is used to enhance and strengthen the ability of the court system to fully support highway safety programs and associated performance measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure supports the latter part of a comprehensive highway safety program by enhancing the likelihood of an offender receiving the most suitable punishment for their offense, supporting the general deterrence and treatment aspects of the program. A substantial amount of time and funds are invested in enforcement operations and associated training for law enforcement. These investments help minimize the potential for wasted investments due to cases being dismissed or pled down to lesser offenses. They also provide invaluable information to inform future planning and resource allocations.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to the PennDOT Annual Report to Legislature on DUI, roughly 58% of the total offenders convicted of a DUI offense are repeat offenders. This countermeasure has been selected to proactively assess how DUI cases are processed in the criminal justice and treatment systems in Pennsylvania with the intent of identifying and examining best practices to share with the judicial community with the objective of reducing high risk, repeat DUI offenders.

The level of funding allocated to this countermeasure reflects an amount necessary to support the position performing the court assessment activity within the Pennsylvania Department of Drug and Alcohol Programs.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 3.3; HSP Guidelines No. 8, III

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-2019-01	DDAP/PennDOT DUI Intervention Project	Court Monitoring

5.10.6.1 Planned Activity: DDAP/PennDOT DUI Intervention Project

Planned activity name DDAP/PennDOT DUI Intervention Project

Planned activity number AL-2019-01

Primary countermeasure strategy Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

For the past two years, the Pennsylvania Department of Drug and Alcohol Programs (DDAP), in collaboration with the Pennsylvania Department of Transportation (PennDOT), through funding provided from the NHTSA Highway Safety Grant, conducted the first-ever study of how DUI cases are processed in the criminal justice and treatment systems in Pennsylvania. That project studied compliance with the requirements of Pennsylvania's DUI statute that mandate pre-disposition screenings (the Court Reporting Network or CRN) and drug and alcohol assessments. The result of this effort was a statewide report containing a county by county summary of compliance and approaches for screening and assessment of every DUI offender through the county court systems. Because of this effort, the DUI Treatment Compliance Project Manager has developed an in-depth understanding of statewide and county-by-county processes, as well as a network of local contacts of people knowledgeable regarding local practices. In addition, numerous best practices and notable programs were identified. Planned activities under this project will include conducting a study of Pennsylvania's DUI courts with the intention of developing an implementation guide for counties starting DUI courts, examine county assessment and treatment services for sharing of best practices, development of an advisory group focusing on DUI issues to serve either the a Multi-Agency Safety Team under the Strategic Highway Safety Plan or the Statewide DUI Task Force.

Enter intended subrecipients.

Pennsylvania Department of Drug and Alcohol Programs

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$28,000.00	\$0.00	\$0.00
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$73,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.11 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-2019-01	Planning & Administration - PA Highway Safety Office Management	

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

Planned activity name Planning & Administration - PA Highway Safety Office Management

Planned activity number PA-2019-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child

passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Pennsylvania Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$83,000.00	\$83,000.00	\$0.00
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$218,000.00	\$218,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5HV-2019-02	Municipal DUI Enforcement Programs	High Visibility and Sustained DUI Enforcement
OP-2019-02	Municipal Occupant Protection Enforcement & Education Program	High Visibility and Sustained OP Enforcement
471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-02	Municipal Aggressive Driving Enforcement and Education Program	High Visibility and Sustained PTS Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

Analysis

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

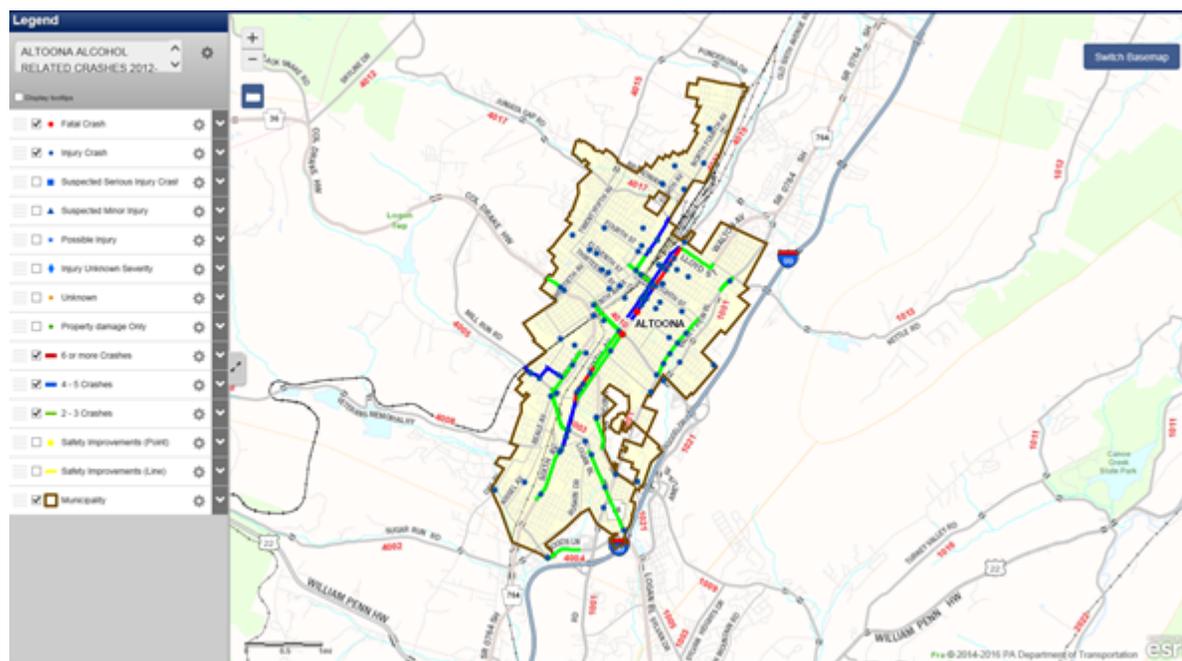
Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. We must ensure the selected departments have particular enforceable roadways with the best opportunity to effectively

reduce crashes, injuries, and deaths. Funding levels are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, the City of Pittsburgh accounts for almost 4.5 percent of all impaired driving crashes resulting in an injury or fatality reported by local police departments. Therefore, data shows they should receive approximately four and a half percent of the impaired driving enforcement funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

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

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

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



In addition to the CDART maps, PennDOT has the ability to provide additional road profile information through CDART outputs. For this particular roadway information (below), the enforcing police department can clearly see that the highest percentage of crashes occur at 2 p.m. during Fridays in October. The agency must

identify what makes that time of day and week more dangerous than others and what local issues contribute to this problem.

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

HOUR OF DAY																									
00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
CRASHES	3	3	2	2	3	6	3	11	9	14	14	13	24	17	25	30	25	19	10	7	14	10	4	9	278
PCT	1%	1%	1%	1%	1%	2%	1%	4%	3%	5%	5%	5%	8%	6%	9%	11%	9%	7%	4%	3%	5%	4%	1%	3%	100%

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

COLLISION TYPE		CRASH SEVERITY LEVEL		SEVERITY COUNT		DRIVER ACTIONS	
CRASHES	PCT	CRASHES	PCT	PERSONS		ACTIONS	PCT
ANGLE	118 42%	FATAL	1 0%	FATALITIES	1	NO CONTRIBUTING ACTION	313 45%
REAR END	104 38%	MAJOR	4 1%	MAJOR	4	TOO FAST FOR CONDITION	73 10%
HIT FIX OBJ	25 9%	MODERATE	22 8%	MODERATE	31	RUNNING RED LIGHT	71 10%
SAME DIR SS	11 4%	MINOR	68 25%	MINOR	90	DRIVER WAS DISTRACTED	32 5%
PEDESTRIAN	8 3%	UNK SEVERITY	45 16%	UNK SEVERITY	73	IMPROPER/CARELESS TURN	29 4%
NON COLL	6 2%	PDO	136 49%	UNK IF INJURED	5	OTHER IMPROPER DRIVING	29 4%
HEAD ON	3 1%	TOTAL	276 100%			FAILURE TO RESPOND TCD	19 3%
OPP DIR SS	2 1%					TAILGATING	19 3%
UNKNOWN	1 0%					AFFECTED PHYSICAL COND	17 2%
TOTAL	276 100%					FAIR MAINT PROP SPEED	16 2%
						UNKNOWN	16 2%
						SPEEDING	13 2%
						OTHERS	49 7%
						TOTAL	696 100%

Enter explanation of the deployment of resources based on the analysis performed.

In addition to providing locational data to our partners, our enforcement allocated grants use a formula that takes into account a five year look back of crashes, fatalities, and suspected serious injuries among established partner municipalities. According to the PennDOT Crash Records System, from 2013 to 2017 local police departments reported 20,341 crashes involving an impaired driver which resulted in an injury or fatality. In this example, an impaired driver crash is described as a crash involving at least one driver who at the time of the crash was suspected by the officer to be impaired in at least one or a combination of the following categories: alcohol, illegal drugs, alcohol and drugs, or medication. In order to be the most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at local police departments who reported 17,454 of the 20,341 impaired driver crashes. In other words, 86 percent of the impaired driver related crashes resulting in an injury or fatality are covered by grant funded enforcement programs in FFY 2019.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

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

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

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

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

High Visibility and Sustained PTS Enforcement

High Visibility and Sustained OP Enforcement

High Visibility and Sustained DUI Enforcement

HVE activities

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

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5HV-2019-02	Municipal DUI Enforcement Programs	High Visibility and Sustained DUI Enforcement
OP-2019-02	Municipal Occupant Protection Enforcement & Education Program	High Visibility and Sustained OP Enforcement
471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

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

Program Area

Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

UPPER MORELAND TOWNSHIP

LOWER MORELAND TOWNSHIP

SPRINGFIELD TOWNSHIP

WHITEMARSH TOWNSHIP

ABINGTON TOWNSHIP

CHELTENHAM TOWNSHIP

UPPER DUBLIN TOWNSHIP

WEST MIFFLIN

JEFFERSON HILLS BOROUGH

SOUTH PARK TOWNSHIP

BRENTWOOD BOROUGH

BALDWIN BOROUGH

ELIZABETH TOWNSHIP

WHITEHALL BOROUGH

HOMESTEAD BOROUGH

PLEASANT HILLS BOROUGH

BETHLEHEM CITY

EASTON CITY

PALMER TOWNSHIP

BETHLEHEM TOWNSHIP

ALTOONA CITY

LOGAN TOWNSHIP

ALLEGHENY TOWNSHIP

ROARING SPRING BOROUGH

FREEDOM TOWNSHIP

MARTINSBURG BOROUGH

BELLWOOD BOROUGH

TYRONE BOROUGH

HOLLIDAYSBURG BOROUGH

BLAIR TOWNSHIP

GREENFIELD TOWNSHIP

FALLS TOWNSHIP

BENSALEM TOWNSHIP

MIDDLETOWN TOWNSHIP

BUCKINGHAM TOWNSHIP

UPPER SOUTHAMPTON TOWNSHIP

PLUMSTEAD TOWNSHIP

DOYLESTOWN TOWNSHIP

BRISTOL TOWNSHIP

PENNRIDGE REGIONAL

NORTHAMPTON TOWNSHIP

WARMINSTER TOWNSHIP

BRISTOL BOROUGH

TINICUM TOWNSHIP

LOWER SOUTHAMPTON TOWNSHIP

UPPER MAKEFIELD TOWNSHIP

SPRINGFIELD TOWNSHIP

BEDMINISTER TOWNSHIP

LOWER MAKEFIELD TOWNSHIP

TULLYTOWN BOROUGH

MORRISVILLE BOROUGH

SOLEBURY TOWNSHIP

PENNDEL BOROUGH

LANGHORNE MANOR BOROUGH

QUAKERTOWN BOROUGH

RICHLAND TOWNSHIP

BUTLER TOWNSHIP

CRANBERRY TOWNSHIP

MIDDLESEX TOWNSHIP

JACKSON TOWNSHIP

PENN TOWNSHIP

BUTLER CITY

ZELIENOPLE BOROUGH

LANCASTER TOWNSHIP

JOHNSTOWN CITY

RICHLAND TOWNSHIP

JACKSON TOWNSHIP

UPPER YODER TOWNSHIP

CAMBRIA TOWNSHIP

EBENSBURG BOROUGH

CRESSON TOWNSHIP

WEST HILLS REGIONAL

HASTINGS BOROUGH

GALLITZIN TOWNSHIP

CONEMAUGH TOWNSHIP

WEST MEAD TOWNSHIP

CONNEAUT LAKE REGIONAL

WEST GOSHEN TOWNSHIP

WEST WHITELAND TOWNSHIP

EAST VINCENT TOWNSHIP

WEST CHESTER BOROUGH

WEST BRANDYWINE TOWNSHIP

WESTTOWN/EAST GOSHEN REGIONAL

TREDYFFRIN TOWNSHIP

DOWNINGTOWN BOROUGH

WEST SADBURY TOWNSHIP

COATESVILLE CITY

EAST WHITELAND TOWNSHIP

EAST PIKELAND TOWNSHIP

EAST BRANDYWINE TOWNSHIP

PHOENIXVILLE BOROUGH

SCHUYKILL TOWNSHIP

KENNETT SQUARE BOROUGH

EASTTOWN TOWNSHIP

SADBURY TOWNSHIP

BIRMINGHAM TOWNSHIP

WEST PIKELAND TOWNSHIP

LAWRENCE TOWNSHIP

SANDY TOWNSHIP

PUNXSUTAWNEY BOROUGH

BROOKVILLE BOROUGH
MORRIS COOPER REGIONAL
DECATUR TOWNSHIP
BROCKWAY BOROUGH
DUBOIS CITY
MIDDLESEX TOWNSHIP
HAMPDEN TOWNSHIP
SILVER SPRINGS TOWNSHIP
LOWER ALLEN TOWNSHIP
EAST PENNSBORO TOWNSHIP
UPPER ALLEN TOWNSHIP
NORTH MIDDLETON TOWNSHIP
CAMP HILL BOROUGH
CARLISLE BOROUGH
HARRISBURG CITY
SWATARA TOWNSHIP
DERRY TOWNSHIP
SUSQUEHANNA TOWNSHIP
LOWER PAXTON TOWNSHIP
LOWER SWATARA TOWNSHIP
ERIE CITY
MILLCREEK TOWNSHIP
NORTH EAST BOROUGH

EDINBORO BOROUGH

CORRY CITY

GIRARD BOROUGH

SPRING TOWNSHIP

STATE COLLEGE BOROUGH

FERGUSON TOWNSHIP

PATTON TOWNSHIP

HATFIELD TOWNSHIP

FRANCONIA TOWNSHIP

TOWAMENCIN TOWNSHIP

SOUDERTON BOROUGH

UPPER GWYNEDD TOWNSHIP

LANSDALE BOROUGH

LOWER SALFORD TOWNSHIP

SPRINGFIELD TOWNSHIP

RADNOR TOWNSHIP

HAVERFORD TOWNSHIP

NEWTOWN TOWNSHIP

MARPLE TOWNSHIP

HERMITAGE CITY

SOUTHWEST MERCER COUNTY REGIONAL

JEFFERSON TOWNSHIP

SHARPSVILLE BOROUGH

ALIQUIPPA CITY

SOUTH BEAVER TOWNSHIP

BRIGHTON TOWNSHIP

BEAVER FALLS CITY

NEW SEWICKLEY TOWNSHIP

HOPEWELL TOWNSHIP

RACCOON TOWNSHIP

CONWAY BOROUGH

BEAVER BOROUGH

HARMONY TOWNSHIP

INDEPENDENCE TOWNSHIP

AMBRIDGE BOROUGH

INDIANA BOROUGH

BLAIRSVILLE BOROUGH

CHERRY TREE BOROUGH

KISKIMINETAS TOWNSHIP

PARKS TOWNSHIP

GILPIN TOWNSHIP

CLARION BOROUGH

NORTH BUFFALO TOWNSHIP

FORD CITY BOROUGH

EAST FRANKLIN TOWNSHIP

SCRANTON CITY

CARBONDALE CITY

TAYLOR BOROUGH

SCOTT TOWNSHIP

SOUTH ABINGTON TOWNSHIP

DICKSON CITY BOROUGH

THROOP BOROUGH

MOOSIC BOROUGH

JESSUP BOROUGH

BLAKELY BOROUGH

ROARING BROOK TOWNSHIP

ARCHBALD BOROUGH

JEFFERSON TOWNSHIP

OLD FORGE BOROUGH

NEWTON TOWNSHIP

COVINGTON TOWNSHIP

GREENFIELD TOWNSHIP

DUNMORE BOROUGH

CARBONDALE TOWNSHIP

CLARKS SUMMIT BOROUGH

OLYPHANT BOROUGH

LIGONIER TOWNSHIP

JEANNETTE

SAINT CLAIR TOWNSHIP

SOUTHWEST GREENSBURG BOROUGH

MOUNT PLEASANT BOROUGH

NORTH LEBANON TOWNSHIP

SOUTH LEBANON TOWNSHIP

CORNWALL BOROUGH

SOUTH LONDONDERRY TOWNSHIP

NORTH LONDONDERRY TOWNSHIP

LEHIGH TOWNSHIP

PLAINFIELD TOWNSHIP

COLONIAL REGIONAL

BUSHKILL TOWNSHIP

UPPER NAZARETH TOWNSHIP

MOORE TOWNSHIP

WIND GAP BOROUGH

TATAMY BOROUGH

NEW KENSINGTON CITY

MURRYSVILLE

WASHINGTON TOWNSHIP

ALLEGHENY TOWNSHIP

LOWER BURRELL CITY

FAWN TOWNSHIP

VANDERGRIFT BOROUGH

SPRINGDALE TOWNSHIP

HARMAR TOWNSHIP

FRAZER TOWNSHIP

CITY OF ARNOLD

UPPER BURRELL TOWNSHIP

LOWER MERION TOWNSHIP

LOWER SAUCON TOWNSHIP

HANOVER TOWNSHIP

WILKES BARRE CITY

KINGSTON TOWNSHIP

DALLAS TOWNSHIP

BUTLER TOWNSHIP

HAZLETON CITY

PLAINS TOWNSHIP

JENKINS TOWNSHIP

PITTSTON CITY

WEST HAZELTON BOROUGH

RICE TOWNSHIP

WILKES BARRE TOWNSHIP

WRIGHT TOWNSHIP

LEHMAN TOWNSHIP

FAIRVIEW TOWNSHIP

HARVEYS LAKE BOROUGH

AVOCA BOROUGH

NEWPORT TOWNSHIP
DUPONT BOROUGH
EDWARDSVILLE BOROUGH
DURYEA BOROUGH
JACKSON TOWNSHIP
WEST PITTSTON BOROUGH
MIFFLIN COUNTY REGIONAL
ARMAGH TOWNSHIP
LEWISTOWN BOROUGH
GRANVILLE TOWNSHIP
HILLTOWN TOWNSHIP
HORSHAM TOWNSHIP
MONTGOMERY TOWNSHIP
WARRINGTON TOWNSHIP
WARWICK TOWNSHIP
NEW BRITAIN TOWNSHIP
MOON TOWNSHIP
ROBINSON TOWNSHIP
NORTH FAYETTE TOWNSHIP
BELLEVUE BOROUGH
FINDLAY TOWNSHIP
KENNEDY TOWNSHIP
OHIO TOWNSHIP

SEWICKLEY BOROUGH

AVALON BOROUGH

CORAOPOLIS BOROUGH

LEETSDALE BOROUGH

CARNEGIE BOROUGH

BETHEL PARK BOROUGH

SCOTT TOWNSHIP

COLLIER TOWNSHIP

GREEN TREE BOROUGH

MOUNT LEBANON

CASTLE SHANON

UPPER ST CLAIR TOWNSHIP

SOUTH FAYETTE TOWNSHIP

POCONO MOUNTAIN REGIONAL

READING CITY

CUMRU TOWNSHIP

EXETER TOWNSHIP

AMITY TOWNSHIP

MAHONING TOWNSHIP

ROBESON TOWNSHIP

POINT TOWNSHIP

STROUD AREA REGIONAL

BUFFALO VALLEY REGIONAL

SPRING TOWNSHIP

WEST PENN TOWNSHIP

COAL TOWNSHIP

SCOTT TOWNSHIP

FRANKLIN TOWNSHIP

SOUTH CENTER TOWNSHIP

BRIAR CREEK TOWNSHIP

COLEBROOKDALE DISTRICT

POCONO TOWNSHIP

MOUNT CARMEL TOWNSHIP

MUHLENBERG TOWNSHIP

BRECKNOCK TOWNSHIP

TILDEN TOWNSHIP

SAINT CLAIR BOROUGH

NESQUEHONING BOROUGH

TOWN OF BLOOMSBURG

NORTHERN BERKS REGIONAL

RALPHO TOWNSHIP

BETHEL TOWNSHIP

LOWER HEIDELBERG TOWNSHIP

FLEETWOOD BOROUGH

MONTOUR TOWNSHIP

CENTRAL BERKS REGIONAL

RUSH TOWNSHIP

SINKING SPRING BOROUGH

SUMMIT HILL BOROUGH

SOUTH HEIDELBERG TOWNSHIP

BERN TOWNSHIP

HEGINS TOWNSHIP

DANVILLE BOROUGH

JIM THORPE BOROUGH

DOUGLASS TOWNSHIP

BUTLER TOWNSHIP

CAERNARVON TOWNSHIP

TAMAQUA BOROUGH

BERWICK BOROUGH

NORTHUMBERLAND BOROUGH

SHAMOKIN DAM BOROUGH

KUTZTOWN BOROUGH

MAHANoy TOWNSHIP

ORANGEVILLE AREA

SHOHOLA TOWNSHIP

WEST READING BOROUGH

HEMLOCK TOWNSHIP

SUNBURY CITY

PALMERTON BOROUGH

KLINE TOWNSHIP

CATAWISSA BOROUGH

PORT CARBON BOROUGH

FRACKVILLE BOROUGH

SHILLINGTON BOROUGH

WYOMISSING BOROUGH

LOCUST TOWNSHIP

WILLIAMSPORT CITY

OLD LYCOMING TOWNSHIP

TIADAGHTON VALLEY REGIONAL

MONTGOMERY BOROUGH

MCDONALD BOROUGH

CECIL TOWNSHIP

WASHINGTON CITY

NORTH STRABANE TOWNSHIP

SOUTH STRABANE TOWNSHIP

NORTH FRANKLIN TOWNSHIP

PETERS TOWNSHIP

MOUNT PLEASANT TOWNSHIP

PHILADELPHIA CITY

PITTSBURGH CITY

PORT AUTHORITY OF ALLEGHENY COUNTY

MUNICIPALITY OF PENN HILLS

NORTH VERSAILLES TOWNSHIP

WHITE OAK BOROUGH

MONROEVILLE BOROUGH

PLUM BOROUGH

OAKMONT BOROUGH

EDGEWOOD BOROUGH

POTTSTOWN BOROUGH

LIMERICK TOWNSHIP

NORTH COVENTRY TOWNSHIP

UPPER PROVIDENCE TOWNSHIP

DOUGLASS TOWNSHIP

NEW HANOVER TOWNSHIP

UPPER POTTS GROVE TOWNSHIP

EAST COVENTRY TOWNSHIP

LOWER POTTS GROVE TOWNSHIP

WEST POTTS GROVE TOWNSHIP

ALLENTOWN CITY

UPPER MACUNGIE

UPPER SAUCON TOWNSHIP

WHITEHALL TOWNSHIP

SOUTH WHITEHALL TOWNSHIP

SALISBURY TOWNSHIP

SLATINGTON BOROUGH

ALBURTIS BOROUGH

COOPERSBURG BOROUGH

EMMAUS BOROUGH

SAYRE BOROUGH

ATHENS TOWNSHIP

UPPER DARBY TOWNSHIP

LANSDOWNE BOROUGH

ALDAN BOROUGH

CLIFTON HEIGHTS BOROUGH

SUGARCREEK BOROUGH

FRANKLIN CITY

OIL CITY

WARREN CITY

SHEFFIELD TOWNSHIP

WASHINGTON TOWNSHIP

CHAMBERSBURG

GREENCASTLE BOROUGH

ROSS TOWNSHIP

WEST DEER TOWNSHIP

NORTHERN REGIONAL

SHALER TOWNSHIP

TOWN OF MCCANDLESS

INDIANA TOWNSHIP

WEST VIEW BOROUGH

ETNA BOROUGH

PLYMOUTH TOWNSHIP

NORRISTOWN BOROUGH

UPPER MERION TOWNSHIP

LOWER PROVIDENCE TOWNSHIP

WEST NORRITON TOWNSHIP

EAST NORRITON TOWNSHIP

COLLEGEVILLE BOROUGH

WEST CONSHOHOCKEN BOROUGH

BRIDGEPORT BOROUGH

EAST LAMPETER TOWNSHIP

MANHEIM TOWNSHIP

YORK AREA REGIONAL

NORTHERN YORK REGIONAL

SOUTHWESTERN REGIONAL

WEST HEMPFIELD TOWNSHIP

SUSQUEHANNA REGIONAL

NORTHERN LANCASTER COUNTY REGIONAL

YORK CITY

EAST COCALICO TOWNSHIP

MANHEIM BOROUGH

WEST MANCHESTER TOWNSHIP

EPHRATA

SOUTHERN REGIONAL

CARROLL TOWNSHIP

SPRINGETTSBURY TOWNSHIP

EAST HEMPFIELD TOWNSHIP

NORTHWEST LANCASTER CNTY REGIONAL

WEST EARL TOWNSHIP

LANCASTER CITY

WEST LAMPETER TWP

EAST EARL TOWNSHIP

FAIRVIEW TOWNSHIP

NEWBERRY TOWNSHIP

EASTERN ADAMS REGIONAL

READING TOWNSHIP

HELLAM TOWNSHIP

SPRING GARDEN TOWNSHIP

NEW HOLLAND BOROUGH

MOUNT JOY BOROUGH

GETTYSBURG BOROUGH

WEST MANHEIM TOWNSHIP

HANOVER BOROUGH

LIBERTY TOWNSHIP

CUMBERLAND TOWNSHIP

MANOR TOWNSHIP

LITITZ BOROUGH

CARROLL VALLEY BOROUGH

LOWER WINDSOR TOWNSHIP

CONEWAGO TOWNSHIP

WEST YORK BOROUGH

ELIZABETHTOWN BOROUGH

NORTHEASTERN REGIONAL

COLUMBIA BOROUGH

LATIMORE TOWNSHIP

PSP Troop A

PSP Troop B

PSP Troop C

PSP Troop D

PSP Troop E

PSP Troop F

PSP Troop G

PSP Troop H

PSP Troop J

PSP Troop K

PSP Troop L

PSP Troop M

PSP Troop N

PSP Troop P

PSP Troop R

PSP Troop T

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Mobilization 3: Memorial Day “Click It or Ticket” Mobilization – May 13 - June 2, 2019

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

Participating LEAs: It is projected that PennDOT will fund 350 Grantees. Full-time PA State Police jurisdictions will also participate.

Enforcement strategies:

1. Law Enforcement Liaisons (LELs) will review evaluate the past participation and performance of all current BUPA grantees. LEA Grantees that did not take part in mobilizations, failed to contribute in-kind hours or did not reach acceptable levels of enforcement will be eliminated from the grant program.
2. LELs will contact each Municipal Law Enforcement Agency (LEA) to confirm participation, review crash maps, identify target roadways, and plan enforcement strategies.
3. Nighttime Joint Seat Belt and DUI Details
4. Every participating LEA will be required to conduct *citation-issuing enforcement details only* (Saturation patrols, and Traffic Enforcement Zones) on identified roadways in their jurisdiction.
5. PA State Police will coordinate with municipal LEAs for enforcement and public awareness.
6. PA State Police will conduct Child Seat Check Events.
7. LEAs will be required to submit a schedule of enforcement plans to the assigned LEL enforcement details on low belt use roadways in their jurisdictions as identified by unbelted crash data. Each participating department will be informed of the enforcement priorities below:
 - Any department that cannot commit to a “zero tolerance” seat belt enforcement policy will not be eligible to participate in any seat belt mobilization.
 - Departments agree to conduct at least 50 percent of enforcement at night. (High Risk Population Program)
 - Departments will participate in Saturation Patrols and Traffic Enforcement Zones.

Earned Media: The PennDOT Press Office will develop and produce an earned media plan to be made available to PennDOT District Safety Press Officers (SPOs), Community Traffic Safety Project (CTSP) Coordinators, and participating law enforcement agencies through e-mail distribution and for download on the PA Traffic

Safety Enforcement Resource Center website (www.patrafficsafety.org). The plan will include fill-in-the-blank public service announcements, press releases, talking points, and suggested activities such as press conferences. The following is a sample outline of the earned media planner that will be provided to the Planning Teams:

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

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

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

CP-2019-02

Statewide Child Passenger Safety Program Coordination Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 193

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 118

Populations served - rural 75

Populations served - at risk 176

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

CP-2019-02

Statewide Child Passenger Safety Program Coordination

Child Restraint System Inspection Station(s)

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

Estimated total number of classes 10

Estimated total number of technicians 300

Maintenance of effort

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

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	Yes
Occupant protection program assessment	No

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

High Visibility and Sustained OP Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02	Municipal Occupant Protection Enforcement & Education Program	High Visibility and Sustained OP Enforcement
471140	PA State Police Traffic Safety Initiatives	High Visibility and Sustained DUI Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

High Visibility and Sustained OP Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02	Municipal Occupant Protection Enforcement & Education Program	High Visibility and Sustained OP Enforcement
PT-2019-04	Municipal Police Traffic Services Enforcement Program	High Visibility and Sustained PTS Enforcement

Comprehensive occupant protection program

Enter the date of NHTSA-facilitated program assessment that was conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment 1/26/2015

Upload the multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c); (B) Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d); (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms, at the level of detail required under § 1300.11(d)(5).

Documents Uploaded

PA Occupant Protection Strategic Plan.pdf

List the page number(s) from your occupant protection multi-year strategic plan that addresses:

Data-driven performance targets 11-13

Countermeasure strategies 14-19

Program management strategy 15

Enforcement strategy 16

Enter the name and title of the State's designated occupant protection coordinator responsible for managing the occupant protection program in the State, including developing the occupant protection program area of the HSP and overseeing the execution of the projects designated in the HSP.

Designated occupant protection coordinator name Christopher D. Swihura

Designated occupant protection coordinator title Manager, Local Safety Programs

Enter a list that contains the names, titles and organizations of the Statewide occupant protection task force membership that includes agencies and organizations that can help develop, implement, enforce and evaluate occupant protection programs.

Member	Title	Organization
George McAuley	Deputy Secretary	PennDOT
Fritzi Schreffler	Safety Press Officer	PennDOT
Michele David	Trooper First Class	PSP - Bureau of Patrol
Michael Hanik	Director	Institute for Law Enforcement Education
Mark Alonge	Coordinator	Highway Safety Network
Natasha Fackler	Policy Director	PennDOT
Angela Osterhuber	Director	PA Traffic Injury Prevention Project
Matt Frampton	Assistant Coordinator	South Central PA Highway Safety

Thomas Glass	Manager	PennDOT
John Kashatus	School Safety Ed Advisor	Department of Education
Jenine Melo	Public Health Program Administrator	Department of Health
Ashley Schoch	Deputy Communications Director	PennDOT
Christopher Swihura	Manager, Local Safety Programs	PennDOT
Ashley Goshert	TSRP	PA DA Association
Natalie Littlehale	Officer	Manheim Township PD
Emmy Sasala	Trauma Prevention Coordinator	Penn State Children's Hospital

Submit countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d).

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

High Visibility and Sustained OP Enforcement

Child Restraint System Inspection Station(s)

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

6/4/2018

5/7/2018

3/3/2018

12/2/2017

9/11/2017

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Robert Ranieri

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

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

<i>Member</i>	<i>Title</i>	<i>Organization</i>	<i>Core Safety Database</i>
Altenburg, Juliet	Director	PA Trauma Foundation	INJURY SURVEILLANCE
Arellano, Janice	Civil Engineer Manager	PennDOT – Pavement Testing and Asset Management	ROADWAY
Bahoric, Andrea	Division Manager	PennDOT – Planning and Research	ROADWAY

Bealer, Jeffrey		Highway Safety Network	
Beas, Allison		NHTSA	
Bickley, Rebecca	Bureau Director	PennDOT – IT Project Development and Delivery	
Bobitz, Phil		FHWA	
Curley, Catherine	Program Analyst 2	Dept of Health - EMS	INJURY SURVEILLANCE
Cotter, Tim		NHTSA	
DeMatt, Michael	Chief Information Officer	PennDOT – Infrastructure and Operations	
Desendi, Frank M	Division Manager	PennDOT – Planning and Research	ROADWAY
Freeland, Jeremy	Division Manager	PennDOT – Planning and Research	ROADWAY
Glass, Thomas R	Transportation Planning Manager	PennDOT – Highway Safety and Traffic Operations	
Gomez, Francisco		FHWA	
Gray, Gavin	Section Chief	PennDOT – Highway Safety and Traffic Operations	
Hershock, Jason	Traffic Control Spec Supervisor	PennDOT – Highway Safety and Traffic	

		Operations	
Hoh, Phil		Fraternal Order of Police	
Kelly, Dave	Information Tech Generalist 2	PennDOT – Crash Information Systems and Analysis	CRASH
Krol, Laura	Division Chief	PennDOT – Driver Safety	DRIVER
Krol, Robert	Lieutenant	State Police – commercial Vehicle Safety Division	
Leymeister, Rick		Highway Safety Network	
Love, Troy	Transportation Planning Specialist Supervisor	PennDOT – Highway Safety and Traffic Operations	
Maceiko, David	Coordinator	South Central Highway Safety	
Malinen, Cindi	Program Manger	Dept of Health - Violence and Injury Prevention	INJURY SURVEILLANCE
Maura, Wayne	Magisterial District Judge	PA Courts	CITATION and ADJUDICATION
Moller, Robert	Sergeant	Buckingham Township P.D.	
Moriarty, James		Highway Safety Network	
Polen, Craig	Lieutenant	State Police - Communications and Information	

Services

Pope, David	Lieutenant	State Police – Safety Program Division	
Ranieri, Robert	Program Manager	PennDOT – Crash Information Systems and Analysis	CRASH
Reedich, Mike		PennDOT – Business Solutions and Services	
Rhone, Aaron	Program Manger	Dept of Health - EMS	EMS
Richenderfer, William		PA Chiefs of Police	
Riley, Roger	Director	PennDOT – Business Solutions and Services	
Rothermel, Mark	Director	Citation / Adjudication	CITATION and ADJUDICATION
Rotigel, David	Director	PennDOT – Driver and Vehicle Services	DRIVER and VEHICLE
Rowe, Glenn	Division Manager	PennDOT – Highway Safety and Traffic Operations	
Schreffler, Fritz	Transportation Community Relations Coordinator	PennDOT – Engineering District 8	
Simon, Rich		NHTSA Region 2	
Templeton, Kara	Bureau Director	PennDOT – Bureau of Driver Licensing	DRIVER

Wallen, Doreen

Division Chief

PennDOT – Business Solutions and Services

Wasko, Anita M

Bureau Director

PennDOT – Bureau of Vehicle Registration

VEHILCE

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

2019 Traffic Records Strategic Plan .pdf

12-month performance period.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Recommendations

- **Crash**

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Driver**

5. Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

6. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

7. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

8. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Vehicle**

9. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

10. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Roadway**

11. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

12. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

13. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

14. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Citation/Adjudication**

15. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

16. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

17. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Injury Surveillance**

18. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
19. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
20. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Data Use and Integration**

21. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

- **Crash**

- 1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
 - A complete review of the Validation Rules is being undertaken.
 - A review of the Crash Data Analysis and Retrieval Tool (CDART) Data Dictionary is planned for 201819.
- 2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
 - A complete review of the data systems for the Crash Reporting System was undertaken in 2017. The procedures and process flows have not yet been completed.
- 3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
 - Adding EMS Agency Code to the crash record for every person listed as transported is a first step in improving the interface between crash and Injury Surveillance. After a full year of data collection has been completed, a new study with the Department of Health to match crash records to injury outcomes will be undertaken. 2017 data will be compared to 2018 data.
 - A full Traffic Records Integration Plan project is in the beginning stages.
- 4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**
 - An internal project is being planned to perform audits of police crash report submissions. Due to severe staffing shortages and data backlog, this project will likely need to wait until summer of 2019 to be implemented.
 - Police Agency metrics will be added to the Pennsylvania Crash Information Tool which will help police track their individual metrics including timeliness, completeness, and validity.

5. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Statistics are logged and errors/rejections and warnings can easily be made available for review. Each data field has quality control measures to determine the scope for error and edit checking. Feedback is provided to the submitters, but the court will continue to make improvements in communication. In the next year, the filing agencies will be sending the pdf of the citation in addition to the data.
- The court and eFilers are committed to accurate, timely, and complete data so these messages will be more actively monitored in the future.

• **Injury Surveillance**

6. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- EMS and Trauma Registry have suitable documentation
- PHC4 and PA Dept of Health Statistical Analysts will be consulted to assess system documentation
- Emergency Room data collection is not currently taking place
- The committee intends to meet with representatives to assess system documentation to add to the TRCC documentation Library

7. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- EMS Agency Code has added to the Police Crash Report form. This field will be used to link the Crash and EMS/Trauma systems.
- No other interface is being considered until completion of the Integration Plan

8. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- The Trauma Registry Committee meets quarterly to review data definitions and processes. Changes are made annually.
- Data Quality Control review for EMS is not currently being considered but will likely be discussed as the interface between Crash and EMS is reviewed. This will take place after sufficient data are collected using the Crash 2018 Data standard using EMS Agency Code to link to EMS data.
- The committee intends to meet with the PA Dept of Health to discuss data quality measurements of data provided by PHC4. No timetable has been set.

• **Data Use and Integration**

9. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- A Traffic Records Integration Plan project is being developed

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2019-01	Crash Reporting Law Enforcement Liaison Project	Improves one or more performance measures of a core highway safety database
M3DA-2019-04	Roadway Inventory Data Collection	Improves one or more performance measures of one or more core highway safety databases
M3DA-2019-05	Traffic Records Integration Plan	Improves one or more performance measures of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

- **Driver**

- 1. Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

- Driver and Vehicle Services (DVS) is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

- 2. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

- DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. Efforts will be focused of creating a creating a data dictionary for the new system.

- 3. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

- DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

- 4. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

- DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when developing a quality control program.

- **Vehicle**

5. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Driver and Vehicle Services (DVS) is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- DVS is in the process of replacing the both the Driver and Vehicle systems with one integrated system. The best practices identified during the assessment will be used when creating the detailed system requirements.

- **Roadway**

7. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- No changes will be made in the legacy RMS system to address applicable guidelines. No timetable has been established for the pending system rewrite.
- The Local roadway inventory will include MIRE considerations when making system upgrades
- When the legacy system is rewritten, MIRE considerations will be incorporated

8. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- The data dictionary for the RMS database encompasses all data elements for the state roadway system. The data dictionary will be rewritten when the old mainframe system is replaced.
- The ARNOLD system column list is created in the GIS Data Dictionary. Descriptions are not populated.

9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- The local roadway inventory is nearing completion. Once all the local segments have been defined and populated, roadway elements for all public roadways (and some private roads) will be available through the GIS interface. A comprehensive LRS will allow for integration of roadway elements with crash data for all public roadways.

10. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- No data quality control program improvements are currently being considered. System resources are stretched to the point that improvements to the existing data quality control program cannot be considered a high priority.

- **Citation/Adjudication**

11. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- The court's IT department maintains documentation for the database structure, table relationships, domain class, attributes, elements, and data types for eFiling the data and traffic citation. This is shared with partners when building the data exchanges. The court will continue to work with all partners and share the data dictionary to develop a more integrated data dictionary with other agencies, where possible.

12. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- The citation and adjudication systems are linked and follow a case work flow in the case management system based on the Pennsylvania Rules of Criminal Procedure. Disposition information is distributed to driver systems and is published to a web portal. Procedures for developing interfaces for citation and adjudication systems with business partners will continue to be periodically reviewed to ensure that industry standards are exceeded. The court will make sure that interface development and maintenance policy and procedures are fully communicated and understood by all eFilers as well as those that receive or subscribe to disposition information. The Pennsylvania State Police are obtaining bar code readers to create a citation more effectively, efficiently, and accurately.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

3.0 Performance Metrics Submission

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

3.1 Core System: Crash

Performance Area: Completeness (progress)

Measurement:

This measure looks at the average number of missing data fields per case as identified on incoming crash report forms. The numbers are broken down by input method as defined by:

- EFT (Enhanced File Transfer of data from recognized software)
- Philadelphia (paper forms)
- PSP (EFT from their proprietary software)
- Web (agencies entering crash data directly through the CRS web site)

The objective is to lower the average numbers by providing feedback to police chiefs, providing additional training and moving more police agencies to electronic submissions which allows for pre-submittal editing. The 2017-18 average of 0.78 did not meet the goal of 0.70 missing values per case stated in the FFY 2018 plan/application. The goal for 2018-19 will not be set. There are too many differences in the current data standard to continue to use the same method. We will use an updated method and set a new baseline in next year's strategic plan.

	4/16-3/17 (baseline)	4/17-3/18	18/19 Target
EFT	0.42	0.39	0.39
Philadelphia	7.42	7.53	5.00
PSP	0.26	0.26	0.26
Web	0.28	0.30	0.28
Total	0.82	0.78	0.75

	4-1-16 to 3-31-17	4-1-17 to 3-31-18
EFT	14,473	16,776
PHI	8,948	7,669
PSP	43,490	43,323
WEB	53,865	46,378
TOTAL	120,776	114,146

Measurement Method (proof of measurable progress):

All crash reports added to the database from April 1, 2017 through March 31, 2018 were analyzed. The Crash Reporting System's validation rule engine reviews incoming data against hundreds of validation rules. The validation rules were analyzed to determine the number occurring on average per case due to missing values. For crash reports added to the database from April 1, 2017 through March 31, 2018, the total number of missing values was 89,293 and the total number of crash reports was 114,146. This gives an average of 0.78 missing values per each crash report added to the database for this period. For baseline purposes, the April 1, 2016 through March 31, 2017 values were 99,813 missing values in 120,776 crash reports for a rate of 0.82. This process covers 65 rules/fields.

Comments: The overall error rate is determined largely by the distribution of crash input methods. This metric will need to be modified to match the validation errors for the new data standard. New baselines will need to be established starting with FFY 2020 Strategic Plan.

3.2 Core System: Crash

Performance Area: Accuracy (progress)

Measurement:

This measure looks at the average number of fields containing errors (invalid data) per case as identified on incoming crash report forms. The objective is to lower the average numbers by providing feedback to police chiefs, providing additional training and moving more police agencies to electronic submissions which allows for pre-submittal editing. The 2017-18 average of 0.46 did not meet the goal of 0.45 errors stated in the FFY 2018 plan/application. The goal for 2017-18 is 0.45 errors per crash report.

	4/16-3/17	4/17-3/18	18/19 Target
EFT	0.19	0.19	0.19
Philadelphia	4.38	4.29	4.00
PSP	0.18	0.18	0.18
Web	0.18	0.19	0.18
Total	0.49	0.46	0.42

	4-1-16 to 3-31-17	4-1-17 to 3-31-18
EFT	14,473	16,776
PHI	8,948	7,669
PSP	43,490	43,323

WEB	53,865	46,378
TOTAL	120,776	114,146

Measurement Method (proof of measurable progress):

All crash reports added to the database from April 1, 2017 through March 31, 2018 were analyzed. The Crash Reporting System’s validation rule engine reviews incoming data against hundreds of validation rules. The validation rules were analyzed to determine the number occurring on average per case due to incorrect data. For crash reports added to the database from April 1, 2017 through March 31, 2018, the total number of invalid values was 52,539 and the total number of crash reports was 114,146. This gives an average of 0.46 invalid values per each crash report added to the database for this period. For baseline purposes the April 1, 2016 through March 31, 2017 values were 60,073 invalid values in 120,776 crash reports for a rate of 0.49. This process covers 50 validation rules.

Comments: The overall error rate is determined largely by the distribution of crash input methods. This metric will need to be modified to match the validation errors for the new data standard. New baselines will need to be established starting with FFY 2020 Strategic Plan.

3.3 Core System: Crash

Performance Area: Timeliness (regression)

Measurement:

This measure looks at the average processing time per case as identified on incoming crash report forms. The objective is to decrease the average processing time from crash event to initial entry in the crash database by encouraging police chiefs to submit their crash reports more quickly and move the City of Philadelphia to electronic submission. The 2017-18 average of 11.77 days regressed from our baseline amount of 10.83 from 2016-17. The goal for 2018-19 is 8.0 days per crash report.

	Baseline (4/16-3/17)	4/17-3/18	4/18-3/19 Target
	(days)	(days)	(days)
Actual	10.83	11.77	8.00

Measurement Method (proof of measurable progress):

All crash reports added to the database from April 1, 2017 through March 31, 2018 were analyzed. The date of the crash, taken from the crash form is made part of the crash record. The date that the crash record is edited and posted is also recorded. A program to calculate the difference in days from the crash date to data base insertion is used. The data are grouped by year the data was made available, independent of the crash year, and the average number of days it took to process the crash report is determined. For crash reports added to the database from April 1, 2017 through March 31, 2018 the total number of process days was 1,343,975 and the total number of crash reports was 114,146. This gives an average of 11.77 days to process each crash report added to the database for the period. For baseline purposes the April 1, 2016 through March 31, 2017 values were 1,307,663 process days in 120,776 crash reports for an average of 10.83.

2018 Comments: Report timeliness has not been as high a priority due to implementation of the newest data standard. If any improvements would have been realized, it would have been through progress in transitioning the City of Philadelphia to electronic reporting. While progress was made, implementation was way behind projected goals. Meeting our stated goal of 8.00 days will greatly rely on implementation of electronic reporting.

3.4 Core System: Crash

Performance Area: Completeness (static)

Measurement:

This measure shows how complete the location crash data is within the database. The goal is to increase the number of crash cases each year that have valid GIS coordinates. The data reflects two consecutive years from April 1 through March 31. The 2017-2018 percentage of 99.52 percent was identical to the 2016-2017 percentage of 99.52 percent of valid GIS coordinates. We have shown a substantial increase from a few years ago, but feel that there is little room for improvement going forward. We are setting a new goal of 99.55 percent for 2018-2019.

	Baseline (4/1/16-3/31/17)	4/1/17-3/31/18	2017-2018 Target
Number Crashes with valid GIS Geometry	99.52%	99.52%	99.55%

Measurement Method (proof of measurable progress):

This measure counts the number of crash records with valid GIS coordinates added to the database from April 1, 2016 to March 31, 2017 versus the total number of crashes added from April 1, 2017 to March 31, 2018. For April 1, 2016 to March 31, 2017, 120,199 out of 120,776 crash cases contained GPS coordinates for a rate of 99.52 percent. For April 1, 2017 to March 31, 2018 113,597 out of 114,146 crash cases contained GPS coordinates for a rate of 99.52 percent.

2018 Comments: It appears that the percentage of cases with complete GIS coordinate data year over year are roughly equivalent. We are planning to implement police agency based dashboards as part of our P.C.I.T. website to address agencies that are not supplying sufficient location data.

3.5 Core System: Crash

Performance Area: Accessibility

Measurement:

Access to crash data for the public has been limited to sending requests to the Bureau of Maintenance and Operations, the PennDOT Press Office or by referring to the annual Crash Facts and Statistics publication. To allow broader access to crash data, a website was developed and deployed that gives on demand access to a variety of crash data with much faster turnaround. The system has some built in metrics that measure site usage and user satisfaction. The development team indicates that there was a problem with the system that prevented tracking of the website traffic numbers.

Utilization of our public facing Crash Data website (PCIT)	Baseline (4/1/16 – 3/31/17)	4/1/17 – 3/31/18	2017-2018 Target
Unique visitors (per month)	328	Unable to determine	360
Website hits (per day)	13.64	Unable to determine	16
Survey Question 3:			
Was the data you were seeking available on the site?	66.67% Yes	61.53% Yes	70% Yes
Survey Question 4:			
Please rate your experience with using the data available through this tool	3.14 (1 poor to 5 Superior)	3.00 (1 poor to 5 Superior)	3.5

Survey Question 5:	7.14	5.88	7.5
Please rate your overall experience with this program	(1 to 10)	(1 to 10)	

Measurement Method (proof of measurable progress):

Surveys were submitted through the PCIT website by clicking on a link on the main page. A screen shot of the survey follows:

[Click here to take the Survey.](#)

Please select an answer for each of the questions below and then click "Submit Survey" at the bottom of the page.

1. How did you first learn about this online program ?

- Internet Search Engine Link Found on Pennsylvania Website Word of Mouth Other

2. Which of the choice below best describes in which capacity you used this site ?

- Law enforcement Emergency Responder Government or Elected Official Private Citizen

3. Was the data you were seeking available on the site ?

- Yes No

4. Please rate your experience with using the data available through this tool ?

- Poor Fair Good Excellent Superior

5. Please rate your over all experience with this program ?

- 1 2 3 4 5 6 7 8 9 10

Submit Survey

Contact Us: You can email us at pcithelp@pa.gov with PCIT questions or comments. Please allow up to three business days for a response.

2018 Comments: We have not seen an increase in website traffic or satisfaction in use from the same period in the previous year. There have been improvements in presenting crash data through the website. Mapping of crash data and geographic data selection are now available to our users.

3.6 Core System: Vehicle

Performance Area: Accuracy (regression)

Measurement:

This measure is a rating for the accuracy of vehicle title information entered in to the motor vehicle inventory system. The Bureau of Motor Vehicles has administered a quality rating for data entry clerks in its title processing section (DEX) since the early 2000's. This quality rating is done by a 100 percent review of each new data entry clerk until the clerk achieves a 98 percent quality rating. Once the clerk reaches the 98 percent quality, 3-5 percent of each employee's work is reviewed daily.

	2016	2017	2018
Average Percent Accuracy For Titling Data Entry	(Baseline) 99.38%	Actual 99.26	Target 99.40%

Measurement Method (proof of measurable progress):

To show the level of quality of the title within the vehicle, for each employee, five random titling applications are pulled from their processed work each day and reviewed for accuracy (name/address spelled correctly, dollar amount is correct for purchase price, lien information is correct, etc.). If there aren't any errors, that person receives a 100 percent quality rating. If there is an error in any of the five applications, another five applications are reviewed. If there are any errors in those five applications, every application the employee processed will be reviewed. If there are no errors in the second set of applications, that person has one error for the day. Assuming the employee processed 150 applications for the day, this employee has one error out of 150 applications or a quality rate of 99.3 percent (149 divided by 150). The DEX Section's quality rating is averaged together based on all employees each month and each month is then averaged for the year. The monthly rates are included in appendix A.

2018 Comments: Additional metrics for vehicle data are being reviewed. These may be implanted either in addition to or as an expansion of the current accuracy metric. Implementation of the expanded metrics will likely not take place until all vehicle systems have been modernized.

3.7 Core System: Crash

Performance Area: Uniformity (baseline)

Measurement:

With implementation of the new data standard which requires electronic data submission, police agencies will be able to migrate to newer data standards quickly. The 2016 data standard requires 100% electronic submission and has made improvements to overall MMUCC compliance. Further progress in MMUCC compliance will

be realized as police migrate to the 2018 Data standard.

The 2016 Data Standard and corresponding schema went into effect on January 1, 2016. Cases submitted on the web became compliant in October of 2015. Some agencies could implement a 2018 compliant software package prior to the adoption of the new standard. For cases submitted between April 1, 2015 and March 31, 2016 – 30.3 percent used the 2016 schema. The 2018 Data Standard went into effect on January 1, 2018. The web site became 2018 compliant on December 16, 2017. Cases submitted using the web site prior to December 16, 2017 were completed by the crash analyst using the 2018 data standard, so the 2018 schema numbers for web cases are slightly inflated for December 2017 and January 2018. For cases submitted between April

	Total Cases	2016 Schema	2018 Schema	PCT 2016	PCT 2018
April 2017	9,239	8,362	0	90.51%	0.00%
May 2017	10,463	9,833	0	93.98%	0.00%
June 2017	10,319	9,836	0	95.32%	0.00%
July 2017	9,879	9,122	0	92.34%	0.00%
August 2017	10,851	9,779	0	90.12%	0.00%
September 2017	10,041	9,246	0	92.08%	0.00%
October 2017	11,914	11,247	0	94.40%	0.00%
November 2017	11,448	10,805	0	94.38%	0.00%
December 2017	11,975	8,820	2,360	73.65%	19.71%
January 2018	8,588	5,976	2,453	69.59%	28.56%

February 2018	4,858	3,800	956	78.22%	19.68%
March 2018	4,571	2,472	1,497	54.08%	32.75%
Total	114,146	99,298	7,266	86.99%	6.37%

<i>Data Standard Compliance Score (MMUCC 4)</i>	Pre-2016	2016	2018
	61.5%	63.2%	65.8%

Measurement Method (proof of measurable progress):

Uniformity will be measured by comparing how many data items are compliant with MMUCC fields either collected directly on the PAR, calculated using data from the PAR, or collected through linkages to other systems. The number of crash records collected using the current schema versus an out of date schema will also be measured. A comprehensive compliance study for MMUCC 5th edition is underway.

2018 Comments: A new data standard went into effect on January 1, 2018. MMUCC 5th Edition was adopted in the Fall of 2017. Data from three separate data standards were and continue to be submitted.

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

Documents Uploaded

2019 Traffic Records Strategic Plan .pdf

12-month performance period.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 11/24/2015

Requirement for maintenance of effort

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

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

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

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

1. Statewide Impaired Driving Task Force Authority

As required per 23 CFR Part 1300.23(e)(i), this section of the plan explains the authority of the statewide impaired driving task force and how it operates. The charter document of the task force was signed by the Secretary of the Pennsylvania Department of Transportation on May 3, 2013. This document gave authority to the Governor's Representative for Highway Safety to both initiate the task force and outline its objectives. The charter document was adopted and the first statewide impaired driving plan was approved by the task force membership during its initial meeting held on July 1, 2013. A copy of the signed charter can be found at the end of this section.

The approval process began with the sharing of a draft plan modeled after the NHTSA document titled "Highway Safety Program Guideline No. 8 – Impaired Driving." Edits and comments were submitted, as well as proposed additions which were assimilated into the final version approved by the task force membership during its initial meeting. This first statewide impaired driving plan was submitted to and accepted by NHTSA.

During subsequent meetings of the task force, items were raised and discussed amongst the membership. These items were captured in a tracking document, assigned an owner and a due date. The items ranged from issues an organization was facing and seeking help in resolution to questions on procedures of another organization in the processing of impaired driving related issues.

The approval process for the current plan follows the same procedures as the initial plan submitted to NHTSA in 2013 and the updated 2016 plan. Sections of the plan were sent to the appropriate organizations for revisions and new material. These revisions, along with other new initiatives or changes since the previous plan, were compiled into a draft document which was shared with the task force membership for final comments and revisions. Received comments and revisions were included into the final version of the statewide strategic plan. The signatures of the task force membership approving this plan can be found at the end of this section, following the charter document. The final signatures were received approving this plan on June 19, 2018.

Commonwealth of Pennsylvania Statewide DUI Task Force

Task Force Charter

A. BACKGROUND. Traffic-related deaths due to impaired driving continue to account for over 30 percent of all highway deaths each year. Of the 1,309 people who were killed on Commonwealth highways in 2012, 398 fatalities involved alcohol-related impairment and 111 due to drug-related impairment. Each year, over 50,000 individuals are arrested for impaired driving in Pennsylvania and over a quarter of those arrests are due to drug-related impairment. Recent trends show impaired driving fatalities decreasing and at the same time arrests for impaired driving increasing. Addressing the impaired

driving problem requires a systems-wide and comprehensive approach to achieve measureable results.

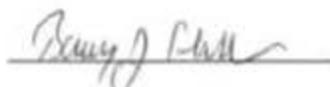
- B. **PURPOSE.** The intention of a statewide DUI task force is to provide a forum that brings together a broad range of experts and diverse stakeholders to create a comprehensive approach in combating impaired driving related issues.
- C. **DEFINITIONS.** "Task Force." The statewide DUI task force created by this Charter.
- D. **OBJECTIVE.** The Task Force will provide an ongoing network of communication and cooperation among various stakeholders. It will oversee the drafting, adoption, and implementation of a statewide strategic plan for preventing and reducing impaired driving behavior and impaired driving crashes. The plan will identify specific impaired driving issues, make recommendations for reducing impaired driving, and address obstacles impeding effective countermeasures.
- E. **AUTHORITY.** The Task Force is established at the direction of the Secretary of Transportation and initiated by the Governor's Representative for Highway Safety.
- F. **DURATION.** The Task Force will exist until terminated by the Secretary of Transportation or the Governor's Representative for Highway Safety.
- G. **MEMBERSHIP.** The Task Force will consist of membership from the State Highway Safety Office; areas of law enforcement, prosecution, adjudication, and probation; treatment and rehabilitation; public health; driver licensing; data and traffic records; and communications. Membership can be expanded by action of the Task Force to include members of the legislature, the defense bar, etc.

Page 1 of 2

Commonwealth of Pennsylvania Statewide DUI Task Force

- H. **CHAIRPERSON.** The Task Force membership will select the Chairperson by majority vote.

- I. **PROCESS.** The Statewide DUI Task Force will meet at minimum on a semiannual basis at a location in the Harrisburg area. The Task Force will assign a coordinator who will facilitate the logistics of Task Force meetings including scheduling, agendas, minutes and tracking implementation of recommended actions. If necessary, subcommittees will be formed to coordinate completion of specially assigned tasks.
- J. **FUNDING.** The State Highway Safety Office will secure a small federal highway safety funding grant in the amount of \$1,000 each year to support logistical needs of the task force. Additional funds may be requested by the Task Force if deemed necessary.
- K. **APPROVAL.** I hereby authorize the Governor's Representative for Highway Safety to initiate the Statewide DUI Task Force.

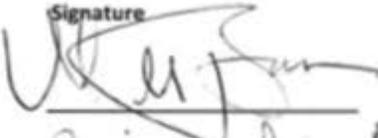
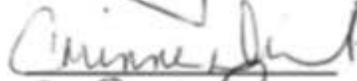
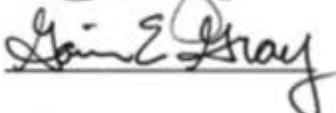
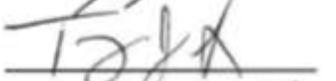
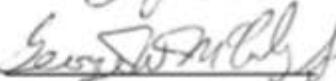


Barry J. Schoch, P.E.
Secretary of Transportation



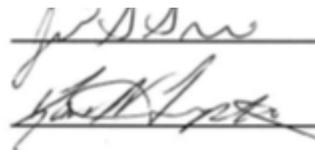
Date

Impaired Driving Plan Approval Signatures

Member	Organization	Title	Signature
Barrasse, Hon. Michael J.	Lackawanna Co Court of Comm. Pleas	State JOL	
Dinoski, Corinne M.	PA Liquor Control Board	Bureau Director	
Erni, C. Stephen	PA DUI Association	Executive Director	
Evanchick, Lt. Col., Robert	Pennsylvania State Police	Acting Commissioner	
Goshert Esq., Ashley B.	PA District Attorney's Association	State TSRP	
Gray, P.E., Gavin E.	PA Department of Transportation	Section Manager	
Hanik, Jr., Michael C.	PA Department of Education	Director	
Basinger, Maj. James B.	Pennsylvania State Police	Bureau Director	
Kirkpatrick, Rich A.	PA Department of Transportation	Press Secretary	
Krol, Capt. Robert J.	Pennsylvania State Police	Asst. Bureau Director	
Love, Troy J.	PA Department of Transportation	Program Manager	
McAuley, P.E., George W.	PA Department of Transportation	Deputy Secretary	
Myers, Derin C.	PA Commission on Crime & Delinquency	Acting Exec. Director	
Richards, Hon. Leslie S.	PA Department of Transportation	Secretary	

Smith, Hon. Jennifer S. PA Department of Drug & Alcohol Programs Secretary

Templeton, Kara PA Department of Transportation Bureau Director



2. Statewide Impaired Driving Task Force Membership

As required per 23 CFR Part 1300.23(e)(ii), this section provides a listing of the statewide impaired driving task force membership. The membership includes individuals from across agencies and organizations within Pennsylvania with the shared goal of reducing impaired driving in the Commonwealth. On the meeting of May 17, 2018, the task force selected Lieutenant Colonel Robert Evanchick, Acting Commissioner, Pennsylvania State Police (PSP), as the new task force Chairperson.

The membership has been modeled after the guidance found in the NHTSA publication titled “A Guide for State-wide Impaired Driving Task Forces.” Task force membership includes members from the state highway safety office, law enforcement, prosecution, adjudication, driver licensing, treatment and rehabilitation, communication, and alcohol beverage control. This diverse membership provides for a comprehensive impaired driving plan by addressing issues from across the entire field of impaired driving. A listing of the task force membership can be found at the end of this section. This listing includes the names, titles, and organizations of all task force members.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/19/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives

from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Statewide Impaired Driving Task Force Membership

Name	Title	Organization
Barrasse, Hon., Michael J.	Judicial Outreach Liaison	Lackawanna County Court of Common Pleas
Basinger, Maj., James B.	Bureau Director	Pennsylvania State Police, Bureau of Patrol
Dinoski, Corinne M.	Bureau Director	PA Liquor Control Board, Bureau of Alcohol Education
Erni, C. Stephen	Executive Director	Pennsylvania DUI Association
Evanchick, Lt. Col., Robert	Acting Commissioner	Pennsylvania State Police
Goshert, Esq., Ashley B.	Traffic Safety Resource Prosecutor	Pennsylvania District Attorney's Association
Gray, P.E., Gavin E.	Section Chief	Department of Transportation, Bureau of Maintenance and Operations
Hanik, Jr., Michael C.	Director	PA Department of Education, Institute for Law Enforcement Education

Kirkpatrick, Rich A.	Press Secretary	Department of Transportation
Krol, Capt., Robert J.	Asst. Bureau Director	Pennsylvania State Police, Bureau of Patrol
Love, Troy J.	Program Manager	Department of Transportation, Bureau of Maintenance and Operations
McAuley, P.E., George W.	Deputy Secretary	Department of Transportation, Highway Administration
Myers, Derin C.	Acting Executive Director	Pennsylvania Commission on Crime and Delinquency
Richards, Leslie S.	Secretary	Department of Transportation
Smith, Jennifer S.	Secretary	Department of Drug and Alcohol Programs
Templeton, Kara	Bureau Director	Department of Transportation, Bureau of Driver Licensing

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	18-22
Criminal justice system:	23-45
Communication program:	36, 46-48
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	48-53
Program evaluation and data:	53

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following — (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

Documents Uploaded

Impaired Driving Plan 2018 FINAL.pdf

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

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

State authority agency: Department of Transportation

State authority name/title: Leslie S. Richards, Secretary

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

Approved curricula: Total Control Training, Inc.

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

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

County or Political Subdivision	Number of registered motorcycles
--	---

Adams County	5012
Allegheny County	25977
Beaver County	6326
Berks County	14463
Blair County	5368
Bradford County	2401
Bucks County	17066
Butler County	7900
Cambria County	6689
Carbon County	3136
Centre County	4263
Chester County	13388
Clarion County	1548
Clearfield County	3911
Columbia County	2579
Crawford County	3333
Cumberland County	8161
Dauphin County	7478
Delaware County	8804
Elk County	1816
Erie County	8677

Fayette County	4994
Franklin County	6136
Huntingdon County	1937
Indiana County	3579
Lancaster County	19916
Lawrence County	3817
Lebanon County	6221
Lehigh County	8924
Luzerne County	8882
Lycoming County	4795
Mercer County	4357
Mifflin County	1798
Montgomery County	17647
Northampton County	10047
Northumberland County	3665
Schuylkill County	5794
Somerset County	3996
Tioga County	2023
Union County	1584
Wayne County	2298
Westmoreland County	14316
Wyoming County	1204
York County	20072

Enter the total number of registered motorcycles in State.

377862

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Data State

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

Documents Uploaded

Data state.pdf

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Part 1300 Certs & Assurance - PA 2019 HSP.pdf

Appendix B to Part 1300 - PA 2019 HSP.pdf

PENNSYLVANIA - Highway Safety Plan - FY 2019 - Submitted.pdf