

Annual Highway Safety Report



pennsylvania

DEPARTMENT OF TRANSPORTATION

Pennsylvania Annual Highway Safety Report

Federal Fiscal Year 2021

prepared for
National Highway Traffic Safety Administration

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Highway Safety in Pennsylvania



1. Highway Safety in Pennsylvania

Executive Summary

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2021 (October 1, 2020 through September 30, 2021) documents the use of federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with Title 23, United States Code (USC), Section 402 State and Community Highway Safety grant program and Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act.

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

This report provides the status of each performance target identified in the FFY 2021 Highway Safety Plan (HSP). For FFY 2021, 18 targets were identified. Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2020 data:

- Ten targets were met.
- Eight targets were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of targets met and the overall successes of the commonwealth's highway safety program. To address unmet targets and enhance our ability to meet future targets, descriptions of planned adjustments to the upcoming Highway Safety Plan can be located in Table 2.1. It is important to note that targets and progress were tracked using Pennsylvania state data and measures for this report with the exception of the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2020 had yet to be completed during the development of this report.

Introduction

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



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

This Annual Report:

- Documents the commonwealth's progress in meeting its highway safety performance targets identified in the FFY 2021 Highway Safety Plan.
- Describes how the projects and activities funded during the fiscal year contributed to meeting the commonwealth's identified highway safety goals.
- Provides an explanation of reasons for planned activities that were not implemented.
- Describes the commonwealth's evidence-based enforcement program activities.
- Documents information regarding mobilization participation.
- Defines our partners in the commonwealth's Highway Safety Network.
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

Strategic Partners

The Safety Advisory Committee (SAC) consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the state's overall Highway Safety Program based upon the targets and priorities established in the SHSP. The PMC has final approval on all budget changes.

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

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



State Safety Partners

Pennsylvania State Police

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

PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 80 child safety seat fitting stations year-round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

Department of Health

The Pennsylvania Department of Health's (DOH) 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 DOH staff to provide top-quality programs and services that benefit the health, safety, and well-being of all Pennsylvanians.

PennDOT has a similar message that aligns closely with that of DOH. Both agencies are working to reduce injuries and fatalities and will continue identifying areas to combine efforts and utilize each other's resources. This partnership has produced new outreach efforts along with expanded messaging and new networking opportunities. PennDOT and DOH will continue to identify and expand on cross-messaging and programming.

Department of Education Institute for Law Enforcement Education

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in this Highway Safety Plan. A large number of strategies contained in this plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The Highway Safety Office plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. ILEE 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 contracts with the Pennsylvania Traffic Injury Prevention Project (PATIPP) for statewide child passenger safety project coordination. A multi-year contract was awarded to PATIPP and was fully executed on October 1, 2019. A continuation of a long-standing educational effort in the Commonwealth, PATIPP educates children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, acting as lead coordinator of the state's Child Passenger Safety Week activities, and making presentations to groups with a particular emphasis on working with pediatricians, hospitals, childcare 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, the Pennsylvania State System of Higher Education (PASSHE) universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding mini grants for implementation of that program. The Community Traffic Safety Project grant funds the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. Grants are awarded competitively or through formulae based on applicable crash data.

Community Traffic Safety Program

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

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

Local Police

About half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the state population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, pedestrian safety, and impaired driving. They participate in high-visibility enforcement efforts, national mobilizations, and



conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

County Courts

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

Performance Measures

NHTSA Core Performance Measures

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

Table 1.1 NHTSA Core Performance Measures

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



2. Statewide Targets and Results

Overall Trends and SHSP Targets

In October 2016, 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, documented in the current SHSP, is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. Safety has always been one of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the HSP and SHSP reflect a substantial broad-based effort designed to meet the ambitious target.

HSTOD staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The latest revisions for the SHSP were completed in the Fall of 2016 and updated in 2017. New revisions are currently underway, with HSTOD once again actively participating in the process, and the SHSP will be updated in 2022. The behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

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

1. Reducing Impaired Driving.
2. Increasing Seatbelt Usage.
3. Creating Infrastructure Improvements.
4. Reducing Speeding & Aggressive Driving.
5. Reducing Distracted Driving.
6. Mature Driver Safety.
7. Motorcycle Safety.
8. Young & Inexperienced Driver Safety.
9. Enhancing Safety on Local Roads.
10. Improving Pedestrian Safety.
11. Improving Traffic Records Data.
12. Commercial Vehicle Safety.
13. Improving Emergency/Incident Influence Time.
14. Improving Bicycle Safety.
15. Enhancing Safety in Work Zones.
16. Reducing Vehicle-Train Crashes.



The SHSP was used in the development of the safety initiatives identified in the Performance Plan that defines how the commonwealth will utilize Federal §402 highway safety funds and other NHTSA incentive and special funding sections. The current SHSP document can be found online at PennDOT.gov/Safety.

Figure 2.1 Historic Fatalities and Targets

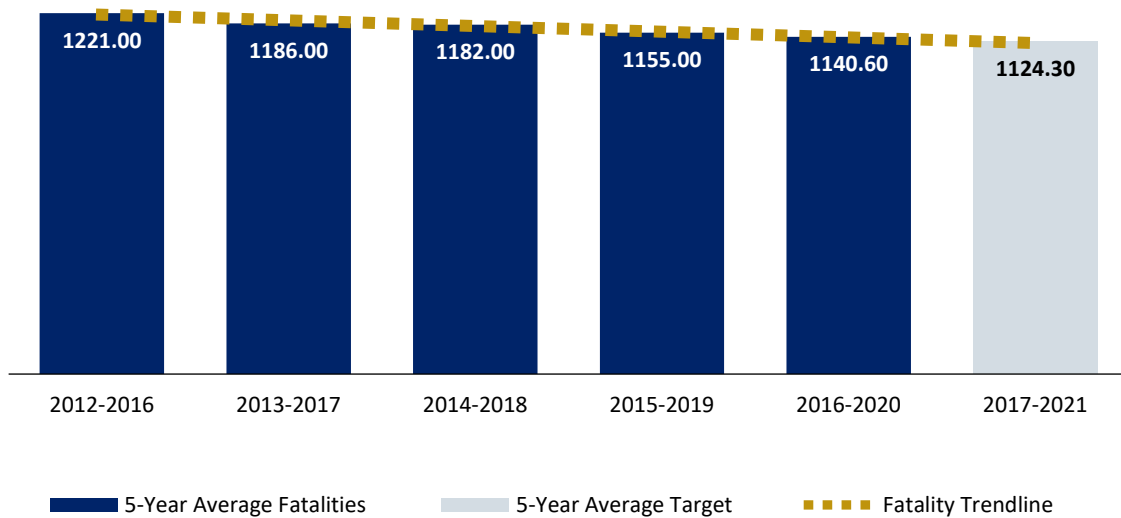


Figure 2.2 Historic Serious Injuries and Targets

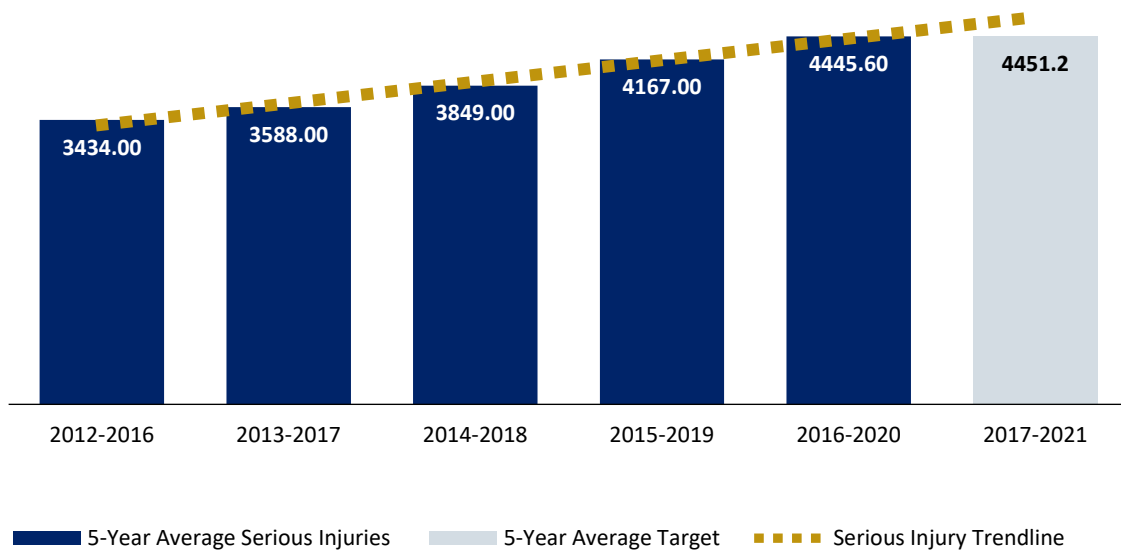
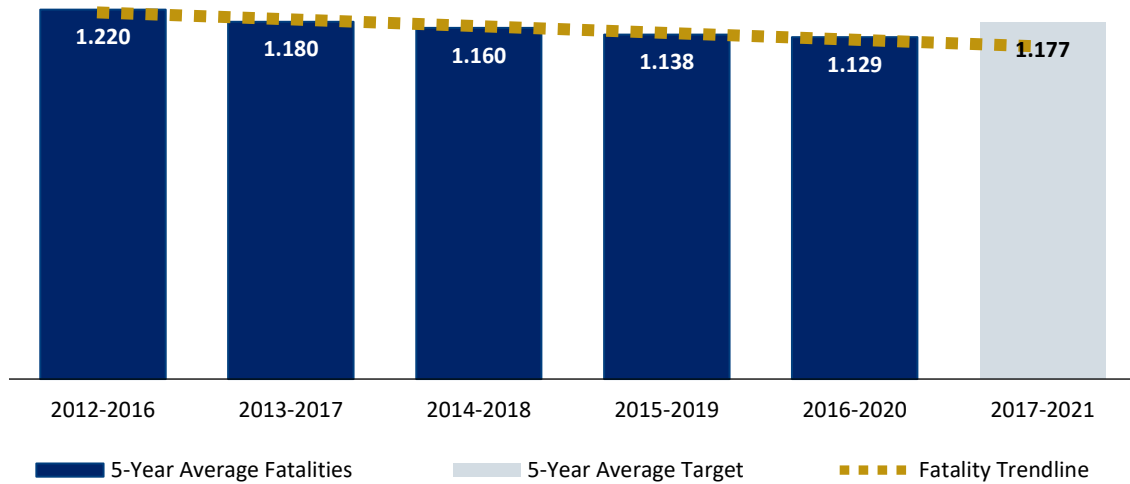


Figure 2.3 Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets



Accomplishments

Occupant Protection Program Assessment

The Pennsylvania State Highway Safety Office (HSO) and the National Highway Traffic Safety Administration (NHTSA) participated in a successful Occupant Protection (OP) Program Assessment from October 19-23, 2020. Initially scheduled for April 2020, and then delayed several times due to the COVID-19 pandemic, the assessment was ultimately postponed to and completed in FFY 2021 as part of the waiver authorized under the CARES Act.

Due to ongoing COVID-19 mitigation efforts and related travel restrictions, Pennsylvania agreed to serve as the first virtual OP assessment pilot state. This resulted in the development of a successful virtual assessment and evaluation process that will be utilized for future NHTSA OP assessments.

The assessment consisted of a thorough review of Pennsylvania’s OP program briefing materials, as well as interviews with state and community level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and Highway Safety Office staff. The information gathered from these interviews was used to help identify the key strengths and challenges of Pennsylvania’s local occupant protection program. The HSO will use the recommendations moving forward in order to continually improve Pennsylvania’s OP program and reduce unbelted traffic deaths.

Annual Traffic Safety Conference

Although ongoing mitigation efforts due to the COVID-19 pandemic prevented the Pennsylvania Highway Safety Office from hosting the 2021 PA Traffic Safety Conference in person, the event was held



via Microsoft Teams on April 14 and 15. During the two-day virtual event, 140 traffic safety partners from across the state attended sessions including updates from the Highway Safety Office, partner updates from the Pennsylvania State Police, Pennsylvania Department of Health, and Safe Kids PA, project sharing from their peers, updates from local police regarding innovative enforcement efforts, as well as updates from Law Enforcement Liaisons, DUI Regional Program Administrators, and Pennsylvania's Traffic Safety Resource Prosecutor and Judicial Outreach Liaison.

Strategic Plan to Reduce Impaired Driving

On June 17, 2021, members of the Statewide Impaired Driving Task Force adopted a new plan to reduce impaired driving in Pennsylvania. Addressing the problem of impaired driving requires a multi-faceted approach involving numerous partners and stakeholders. This plan captures and coordinates the strategies and activities conducted by all stakeholders in their effort to combat DUI. The strategies captured in this plan go beyond NHTSA grant-funded efforts and highlight the partnerships in Pennsylvania with efforts ranging from youth outreach to drug-impaired driving detection training for law enforcement officers. This plan will guide Pennsylvania's successes in reaching our impaired driving reduction goals.

Highway Safety Survey

PennDOT annually surveys the public's highway safety attitudes and behavior as a collaborative effort by the Highway Safety Office, Communications Office, and the Bureau of Innovations. The survey covers a variety of highway safety topics including impaired driving, seat belt use, speeding, distracted driving and the public's opinion of certain legislative topics. Results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts.

Similar to the Highway Safety Survey conducted in 2021, the purpose of the survey was to collect information on why respondents did or did not engage in certain driving behaviors, such as wearing seatbelts, impaired driving, and distracted driving. In addition, this year's survey tested respondents' impressions of two public service announcement videos, one for wearing seatbelts, and another for speeding.

The survey was conducted online from August 2-23, 2021, with outreach performed through various channels, including email, the press, and social media and utilized PennDOT's web site as the host for respondent traffic. The following summary evaluation provides an overview of the survey structure and key results.

Summary Evaluation

In all, 4,890 individual responses were received from the public. This number of responses is sufficient to provide an overall picture of Pennsylvania drivers' perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seatbelt use) with less than a two percent margin of error at a 98 percent confidence level. Responses are down



somewhat compared to the 7,649 responses received in the 2020 survey and 10,133 responses in 2019. The downward trend in responses may be attributed to a decrease in interest. It should also be noted that participant zip codes were required in the 2021 survey, which may have also diminished survey responses.

Key Results

- Seat belt use is high among survey respondents. Nearly 93 percent of respondents say they always wear a seat belt, while approximately 89 percent of respondents say they always require passengers to wear a seatbelt.
- Younger respondents are less likely to require passengers to always wear a seatbelt, compared to older respondents. Approximately 80 percent of respondents 18 to 30 and 83 percent of respondents 31 to 45 always require passengers to wear seat belts, compared to at least 90 percent for older age groups.
- Ninety-two percent of respondents indicate they never drive impaired. Younger respondents are less likely to say they will never ride with an impaired driver, compared to older respondents. Approximately 84 percent of respondents between the ages of 18 and 30 and 87 percent of respondents between the ages 31 to 45 say they would never ride with an impaired driver, compared to approximately 91 percent of all respondents.
- Nearly 93 percent of respondents say they sometimes or always exceed the speed limit by 5 mph. Approximately 65 percent of respondents always or sometimes exceed the speed limit by 10 mph.
- Approximately 89 percent of respondents say it is likely or very likely they would be stopped by police if speeding more than 5 mph. About 86 percent of respondents believe it is likely or very likely they would be stopped by police if they speed by more than 20 mph.
- Respondents' speeding behavior was not highly likely to drastically change after viewing the anti-speeding video. Approximately 6 percent of respondents who previously said they speed said they will never exceed the posted speed limit after watching the video. In addition, the video does not appear to influence the behavior of those driving more than 15 mph over the speed limit. About 62 percent of respondents who speed by more than 15 mph say their behavior will not change, compared to nearly 49 percent of respondents who speed by 10 mph or more and 41 percent of all respondents.
- Slightly more than half of respondents say they sometimes drive distracted. The greatest percentage of respondents indicate "an object outside of the vehicle" compared to other items. The use of hand-held cell phones is the least selected with approximately 27 percent of respondents indicating they are always or sometimes distracted by hand-held cell phones while driving.
- Approximately 93 percent of respondents are familiar with the slogan "Click It or Ticket". The next most familiar slogan is "Buzzed Driving is Drunk Driving" with nearly 72 percent of respondents indicating they are familiar with the slogan.
- Respondents who say they never wear their seat belt were less likely to be familiar with slogans promoting seat belt use. Most notably, approximately 74 percent of respondents who never



wear a seat belt are familiar with the slogan “Click It or Ticket”, compared to about 94 percent of respondents who always wear a seat belt.

- Respondents who always or sometimes exceed the speed limit by 20 mph are less likely to believe they will be stopped by police when speeding by more than 20 mph. Approximately 48 percent of respondents who always exceed the speed limit by 20 mph and about 60 percent of respondents who sometimes exceed the speed limit by 20 mph say it is very likely they will be stopped by police if speeding by more than 20 mph.

NHTSA Management Review

The National Highway Traffic Safety Administration (NHTSA) performed a triennial management review of the PA Highway Safety Office (HSO) in September of 2021. This is a review of the State Highway Safety Office’s (SHSO’s) systems and programs and processes to improve and strengthen highway safety practices. The goal is to ensure efficient administration and effective planning, programming, implementation, and evaluation of programs that have potential for saving lives. The review resulted in no findings but did include several management considerations that PennDOT will examine in the coming years to continue strengthening the overall program.

FFY 2021 Performance Measures and Targets

Table 2.1 provides the results of Pennsylvania’s progress in meeting the state’s performance targets identified in the FFY 2021 HSP. Please note, 2021 data was unavailable at the time of publication. Revised 2021 data points are based on trend lines used to develop the FFY 2022 HSP Performance Targets.

Table 2.1 Progress in Meeting NHTSA Performance Measures Identified in the FFY 2021 HSP

NHTSA Performance Measures	2017-2021 Performance Target	Status	Future HSP Adjustments and Other Comments
Traffic Fatalities	1,088.2	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly upward to 1,124.3 (2017-2021).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.
Serious Injuries	4,551.2	Met: Currently available crash data indicates we are expected to meet this previously established target. The projected 2021 data point has not been adjusted.	Continued focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.



NHTSA Performance Measures	2017-2021 Performance Target	Status	Future HSP Adjustments and Other Comments
Fatalities per 100MVT	1.059	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly upward to 1.177 (2017-2021).	Additional focus will be placed on areas with concerning data trends, including occupant protection, speeding, and motorcycle safety.
Unrestrained Passenger Vehicle Occupant Fatalities	339.3	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly downward to 336.2 (2017-2021).	Continued focus toward sustained and nighttime enforcement, along with teen and young drivers will support sustaining this trend.
Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	168.2	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly downward to 147.9 (2017-2021).	Continued focus on specialized officer training, planning tools, and associated community outreach will support sustaining this trend.
Speeding-Related Fatalities	431.2	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly upward to 436.7 (2017-2021).	Additional focus toward state and local collaboration, including joint enforcement operations, will be added to future planning efforts.
Motorcycle Fatalities	172.7	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly upward to 179.8 (2017-2021).	In addition to sustained public engagement activities, enhanced marketing and outreach promoting advanced rider training courses will be a prioritized by the PA Motorcycle Safety Program.
Unhelmeted Motorcycle Fatalities	86.8	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly upward to 91.7 (2017-2021).	Enhanced educational outreach promoting the decision to wear motorcycle helmets will be coordinated with motorcycle safety groups. New engagement opportunities will be explored.
Drivers Age 20 or Younger Involved in Fatal Crashes	119.1	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly downward to 112.9 (2017-2021).	Continued efforts with the PA Dept. of Education and Indiana University of PA are expected to provide additional tools and approaches to reach young drivers in hopes of sustaining progress in this focus area.
Pedestrian Fatalities	166.7	Met: Currently available crash data indicates we are expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly downward to 162.5 (2017-2021).	Statewide HVE grants will be supported with comprehensive community-based efforts to sustain progress in this focus area.
Bicycle Fatalities	17.6	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted slightly downward to 18.2 (2017-2021).	In addition to sustained community and cycling group outreach, nonmotorized safety funds will support enforcement activities in data-driven jurisdictions.



NHTSA Performance Measures	2017-2021 Performance Target	Status	Future HSP Adjustments and Other Comments
Seat Belt Usage	89.5%	Met: The 2021 observed rate of 89.5% indicates we met this previously established target.	Continued focus on enforcement and educational outreach efforts are expected to sustain progress in seat belt usage.
Drug Impaired Driver Crashes	3,458.9	Not Met: Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2021 data point has been adjusted upward to 3,881.8 (2017-2021).	Enhanced promotion of advanced training and support services combine with public outreach are expected to sustain the downward trends in this focus area.
Completeness	0.30	Met: Currently available missing values reports indicate we're on track to meet this previously established target as the current missing values average is 0.15 values per report.	Continued focus on pre-submittal editing and enhanced communication with police is likely to sustain the progress in this measure.
Accuracy	0.40	Met: Currently available invalid values reports indicate we are on track to meet this previously established target as the current average of invalid values per each crash report is 0.40.	Similar to Completeness, continued focus on pre-submittal editing and enhanced communication with police is likely to sustain the progress in this measure.
Timeliness	10	Met: Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are on track to meet this previously established target as the current average number of days to submit a case is 9.14.	Additional focus will be placed on this measure by the Traffic Records Coordinating Committee during project selection. Police reporting is expected to improve as their COVID-related burdens reduce.
Complete Projects to Enhance Driver Education in Pennsylvania	2	Not Met: These projects began in FFY 2019 but were interrupted due to COVID-19 mitigation. Both are expected to be completed in FFY 2022.	These projects are expected to provide additional support towards improving young and novice driver safety.
Distracted Driving Fatalities	66.0	Met: Currently available crash data indicates we are expected to meet this previously established target, as according to the revised trend line used to develop the 2021 target for the FFY 2021 HSP, the projected 2020 data point has been adjusted slightly downward to 61.5 (2017-2021).	Additional focus will be placed on strategic media campaigns and other outreach efforts. New enforcement strategies will be considered in future operations.

Source: Pennsylvania State Crash Record System Data and FARS

Areas Tracked but No Targets Set			
Program Area	FFY 2019	FFY 2020	FFY 2021
Speeding Citations	162,755	54,084	46,830
Seat Belt Citations	18,302	7,513	5,330
DUI Arrests	11,776	4,369	4,076

Source: dotGrants reports and grantee quarterly reporting

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



FFY 2021 Evidence-Based Enforcement Program

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

Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, over the period of 2015 to 2019, the City of Pittsburgh accounted for almost four percent of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately four percent of the available impaired driving enforcement funding was allocated to the City of Pittsburgh. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

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

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

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

The following FFY 2021 Programs supported evidence-based enforcement practices:

1. PT 2021-04-00-00: Municipal Police Traffic Services Enforcement Program
2. M5HVE 2021-02-00-00: Municipal Police Traffic Services Enforcement Program
3. FHLE 2021-02-00-00: Municipal Police Traffic Services Enforcement Program
4. PT 2021-01-00-00: PA State Police Tasks 3 and 5
5. M2HVE 2021-01-00-00: PA State Police Task 4
6. M5HVE 2021-01-00-00: PA State Police Task 1
7. FHLE 2021-01-00-00: PA State Police Task 6



Projects awarded under these program areas were provided \$12,665,842.26 in total grant funding. This represented roughly 54 percent of the total federal commitments during FFY 2021. Of these commitments, there were \$9,805,829.46 in expenditures during the reporting period, representing a 77 percent liquidation rate.

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

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

Table 2.2 FFY 2021 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - Teen Mobilization	10/12-10/24	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign- Halloween	10/16-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Pedestrian Enforcement Wave 1	10/19-10/23	150	Yes	In coordination with National School Bus Safety Week and Pedestrian Safety Month. Earned Media Theme: Pedestrian safety, school bus safety
Aggressive Driving Wave 1	10/26-11/15	300	Yes	Earned Media Theme: Move Over Law, school bus, speeding, tailgating
CIOT - National Enforcement Mobilization	11/16-11/29	350	Yes	In coordination with the National Enforcement Mobilization and Thanksgiving Holiday Travel. Earned Media Theme: Border to Border Enforcement, Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/25-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/3-2/7	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/5-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/18-4/25	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, speeding, work zone awareness
Pedestrian Enforcement Wave 2	5/3-5/16	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, crossing in crosswalks
CIOT - National Enforcement Mobilization	5/17-6/6	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement



Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
Impaired Driving Campaign – July 4th	6/21-7/4	350	Yes	Earned Media Theme: Boating under the influence, public transportation/ride sharing
Aggressive Driving Wave 3	7/5-8/22	300	Yes	In coordination with Back-to-School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy Truck, Pedestrian Safety, Red Light Running, and Tailgating
Impaired Driving Campaign - National Crackdown	8/18-9/6	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/12-9/25	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Other Campaigns				
Impaired Driving Campaign - Fat Tuesday	2/16	5	No	Projects and police departments are encouraged to participate if their local community has a celebration.
Impaired Driving Campaign - Cinco de Mayo	5/5	15	No	Projects and police departments are encouraged to participate if their local community has a celebration.

As shown in Table 2.1, citations decreased from FFY 2020 to FFY 2021. This reduction in citations, although not tracked formally for performance measurement, can be attributed to the challenges of conducting traffic enforcement during the ongoing COVID-19 pandemic. The cost to conduct enforcement has also increased over time due to inflation while the available federal funds for programs have remained relatively constant.

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

FFY 2021 National Mobilization Participation

Table 2.2 provides information for all HVE campaigns supported during FFY 2021. Please note the following additional details for the national mobilizations:

1. Holiday Season Impaired Driving Campaign, November 25, 2020 – January 1, 2021
 - a. Participating and Reporting Agencies
 - i. PA state police troops: 16
 - ii. Municipal law enforcement agencies: 158
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 326 roving patrols, 1 sobriety checkpoint, and 5 mobile awareness patrols. The enforcement period ran from the night before Thanksgiving through New Year’s Day.
 - c. Citation Information



- i. Speeding citations: 443
 - ii. Impaired driving citations: 159
 - iii. Occupant protection citations: 39
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Earned and social media was conducted statewide. All PennDOT districts contributed.
- 2. CIOT National Enforcement Mobilization (May 17 – June 6, 2021)
 - a. Participating and Reporting Agencies
 - i. PA state police troops: 16
 - ii. Municipal law enforcement agencies: 263
 - b. Enforcement Activity
 - i. Roadways with unbelted crashes were identified via crash data. Enforcement strategies included roving patrols and traffic enforcement zones.
 - c. Citation Information
 - i. Speeding citations: 4,611
 - ii. Impaired driving citations: 396
 - iii. Occupant protection citations: 1,967
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Paid media was purchased in support of the CIOT mobilization. The paid media coincided with earned and social media statewide. All PennDOT districts contributed.
- 3. National Crackdown Impaired Driving Campaign (August 18 – September 6, 2021)
 - a. Participating and Reporting Agencies
 - i. PA state police troops: 16
 - ii. Municipal law enforcement agencies: 293
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 349 roving patrols, 45 sobriety checkpoints, and 13 mobile awareness patrols.
 - c. Citation Information
 - i. Speeding citations: 759
 - ii. Impaired driving citations: 399
 - iii. Occupant protection citations: 91
 - d. Paid and Earned Media Information
 - i. NHTSA: Yes
 - ii. State: Earned and social media was conducted statewide. All PennDOT districts contributed.



Project Contributions to Meeting Established Targets

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

The successes of Pennsylvania's traffic safety program are a result of multiple factors. In addition to incorporating evidence-based enforcement principles into our programs, factors such as enhanced communications planning, increased training opportunities, adoption of new best practices and initiatives, and improvements in fund liquidation (resulting in decreases in annual fund carry-forward amounts) all contributed to reductions in traffic fatalities occurring in Pennsylvania. Sustaining and enhancing these efforts, while incorporating new countermeasures to address concerning trends, will enable continued program success.

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2021 HSP. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2021. Assessment of these countermeasures will be limited to avoid speculation.





Occupant Protection

3. Pennsylvania Highway Safety Program

Occupant Protection

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Performance Targets

Figure 3.1 Seat Belt Usage
Historical Annual Trend and Targets

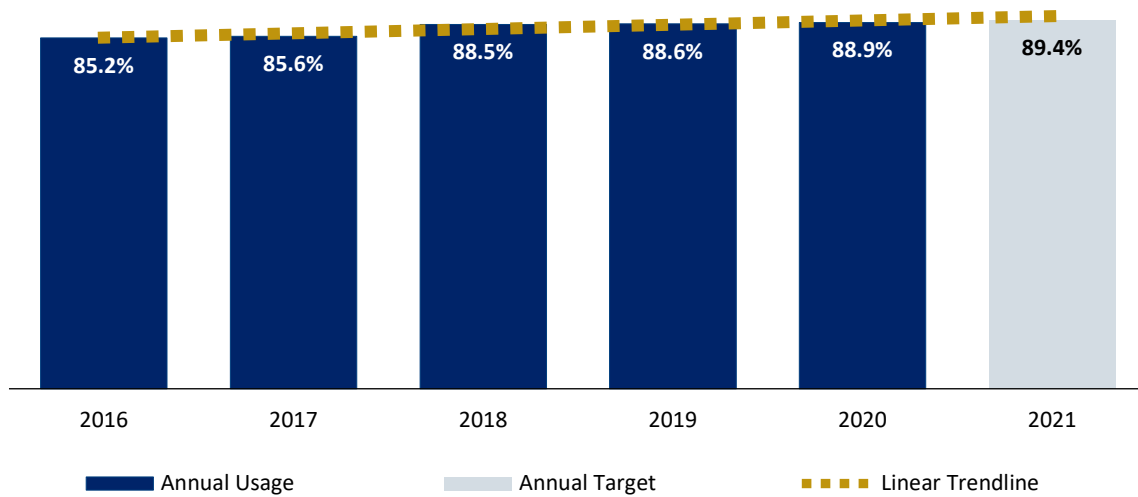
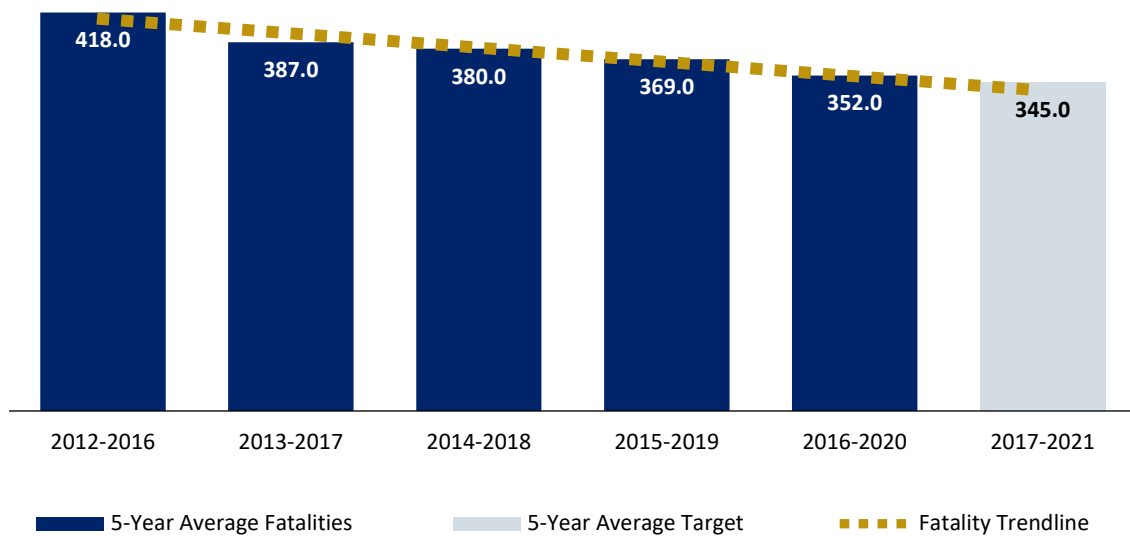


Figure 3.2 Unrestrained Passenger Vehicle Occupant Fatalities
Historical 5-Year Averages and Targets



Countermeasures (Programs and Projects) and Results

High-Visibility Seat Belt Law Enforcement

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

Periodic High-Visibility Seat Belt Law Enforcement

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for four primary mobilizations throughout the grant year. The occupant protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas, which may have low usage rates but do not have the traffic volume to score high in the data analysis. Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the Pennsylvania State Police (PSP) receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).



The Thanksgiving Click It or Ticket (CIOT) Enforcement Mobilization ran from November 16 through November 29, 2020 in coordination with the National Enforcement Mobilization, postponed from May 2020 due to the COVID-19 pandemic, as well as Thanksgiving holiday travel. This mobilization is also part of Pennsylvania’s Operation Safe Holiday, which focuses on seat belts and impaired driving, along with other safe driving practices throughout the holiday travel season. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. Ninety-three municipal departments from across Pennsylvania participated and conducted 1,573 hours of enforcement. The mobilization resulted in 2,711 total citations including 172 occupant protection citations. PSP did not participate due to COVID-19 restrictions within the agency.

The 2021 CIOT National Enforcement Mobilization (May 17 through June 6) included participation from 264 funded municipal agencies and all 16 PSP troops. Overall, the combined effort resulted in 21,662 hours of enforcement. The mobilization included a NHTSA-coordinated Border-to-Border campaign on May 24, 2021. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. This CIOT mobilization resulted in 27,467 citations, including 2,126 occupant protection citations.



PENNSYLVANIA STATE POLICE PARTNERED WITH STATE POLICE FROM NEW YORK, AS WELL AS NY’S BROOM COUNTY SHERIFF’S DEPARTMENT.



SAFETY PARTNERS FROM PA AND NY PARTNERED WITH THE PHILLIE PHANATIC FOR A KICKOFF EVENT.



LAW ENFORCEMENT AGENCIES FROM PA AND OH HELD A KICKOFF EVENT AT THE I-80 WELCOME CENTER IN MERCER COUNTY.



PENNSYLVANIA STATE POLICE PARTNERED WITH STATE POLICE FROM NEW YORK, AS WELL AS BRADFORD COUNTY SHERIFF'S DEPARTMENT, ATHENS TOWNSHIP POLICE, AND ATHENS BOROUGH POLICE.



PENNSYLVANIA STATE POLICE PARTNERED WITH OHIO AND WEST VIRGINIA FOR A BORDER-TO-BORDER KICKOFF EVENT FOR A SIX-STATE PARTNERSHIP THAT ALSO INCLUDED INDIANA, KENTUCKY, AND MICHIGAN.

Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting municipal police departments to perform seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct overtime enforcement throughout the grant year. The patrols are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month sustained enforcement in FFY 2021 totaled 5,719 hours and produced 9,792 contacts resulting in 1,100 occupant protection citations.

Nighttime (9 p.m. to 4 a.m.) Seat Belt Enforcement

All municipal police departments that receive grant funding for CIOT mobilizations are required to conduct at least 50 percent of those enforcement hours at night. This time period has been identified as having the lowest belt use in crashes and the highest occurrence of high-risk drivers. For the two primary enforcement mobilizations (Thanksgiving and May/June), the result was 33 percent, or 2,788 hours of nighttime enforcement.

Nighttime occupant protection enforcement proved challenging in FFY 2021. With the statewide transition to the PTS grant model, many coordinators were inexperienced at scheduling occupant protection details. Additionally, COVID-19 pandemic related restrictions, officer safety concerns, and the phased reopening of the state played a significant role in limiting officer's ability to perform productive nighttime occupant protection details, particularly in the early part of the grant year. As all parts of the state moved into the "green" phase of reopening, increased nighttime enforcement was performed. This was evidenced by 39 percent of the enforcement hours being performed at nighttime during the May/June wave as opposed to eight percent for the Thanksgiving wave.

Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted from October 12 through October 24, 2020. Although COVID-19 related restrictions and PTS grant approval delays limited participation in the mobilization, municipal departments recorded 162 direct enforcement contacts. The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools.

With the transition to PTS grants in FFY 2021, educational seat belt programs were turned over to individual CTSP projects. CTSP coordinators work with local police departments and PennDOT Safety Press Officers to generate earned media, complete seat belt surveys, and staff seat belt minicade details. Additional activities included "Survival 101" and "16 minutes" presentations via virtual platforms.



Evidence-Based Traffic Safety Enforcement Program

Coordination for the events is done via six Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high unrestrained crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age and sex of drivers. Data related to high-risk areas and demographics is also used to target PennDOT's paid media buy in support of the annual National "Click it or Ticket" Enforcement Mobilization in May and June, as well as other identified campaigns.

Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2021-01-20-00 Federal; M2HVE-2021-01-21-00 Federal)

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

Results:

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

Municipal Occupant Protection Enforcement and Education Programs (PT-2021-04-20-00 Federal; PT-2021-04-21-00 Federal)

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

Results:

- Funding was provided to municipal police departments, based on number and severity of crashes, to participate in Thanksgiving 2020 and May 2021 CIOT enforcement campaigns.
- 2,788 hours (or 33 percent of all hours) were performed at nighttime for the two primary enforcement mobilizations (Thanksgiving and May/June).



- Municipal law enforcement agencies participated in the Teen Seat Belt Mobilization from October 12 to October 24, 2020.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 12-25, 2021) and 132 law enforcement agencies participated in this enforcement mobilization.



WITH THE TRANSITION TO PTS GRANTS IN FFY 2021, EDUCATIONAL SEAT BELT PROGRAMS WERE TURNED OVER TO INDIVIDUAL COMMUNITY TRAFFIC SAFETY PROJECTS (CTSP). CUMBERLAND COUNTY CTSP, SOUTH CENTRAL PA HIGHWAY SAFETY, HELD THEIR INAUGURAL TEEN DRIVER SOCIAL MEDIA COMPETITION, AWARDING PRIZES FOR FIRST PLACE, IN PARTNERSHIP WITH STATE FARM.

Child Occupant Protection Programs

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

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

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

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 161 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2021, 5,545 seats were purchased by the state and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2021-01-20-00 Federal; OP-2021-01-21-00 Federal)

These Pennsylvania State Police child passenger safety fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in a crash; studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians.

Results:

- Performed a total of 875 child safety seat checks during fiscal year 2021.
- Completed 146 events and checked a total of 608 child restraints during the National Enforcement Mobilization (May 2021) and the CIOT Child Passenger Safety Campaign (September 2021).

Statewide Child Passenger Safety (CPS) Coordination (CP-2021-02-20-00 Federal; CP-2021-02-21-00 Federal/CP-2021-02-20-00 State; CP-2021-02-21-00 State)

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

- **Child Passenger Safety Technician Certification Training** - Implement and oversee the administration and credibility of NHTSA's 32-hour Child Passenger Safety Technician courses, taught statewide. The technicians staff the 218 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use, and administer the update/refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish inspection stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 2005.
- **Public Education and Outreach Training** - Provide educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints and of the penalties possible for not using them. The outreach is provided to the general public, hospitals, and other private health care providers.



- Car Seat Loaner Programs** - The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for loaner programs. Currently, there are 161 loaner programs in 54 of the 67 Pennsylvania counties. The Pennsylvania Traffic Injury Prevention Project (PATIPP) conducts outreach to establish new loaner programs based on population and poverty-level data. The project maintains a loaner program directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is also available to the general public on the PATIPP’s web site at PAKidsTravelSafe.org.

Results:

- Conducted 18 NHTSA CPS Technician Courses, certifying 195 new technicians and 4 new instructors.
- Conducted 18 renewal courses and 43 technical update classes.
- Conducted hospital educational trainings which included:
 - 41 CME/CEU courses with 255 participants;
 - 1 pediatric webinar approved for CME/CEU with 177 attendees; and
 - 65 requests for CEU towards CPS recertification and 8 requests for CME/CEU.
- Conducted 60 training programs for school staff, caregivers, and school transportation providers with 1,181 adult and child participants.



Summary

Occupant protection efforts were continued during FFY 2021. Efforts in this grant year included a Thanksgiving and Memorial Day CIOT mobilization along with Teen Driver and Child Passenger Safety mobilizations. Pennsylvania continued efforts in seat belt law enforcement by requiring all funded departments to participate in sustained enforcement throughout the grant year. Pennsylvania’s seat belt use rate increased to 89.5 percent in 2021. While this is not a significant increase from 2020 (88.9 percent), it does represent the highest reported seat belt use rate to date in Pennsylvania. Since Pennsylvania has a secondary seat belt law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue, along with media and outreach efforts to continue increasing Pennsylvania’s seat belt usage rate and lower unrestrained fatalities.





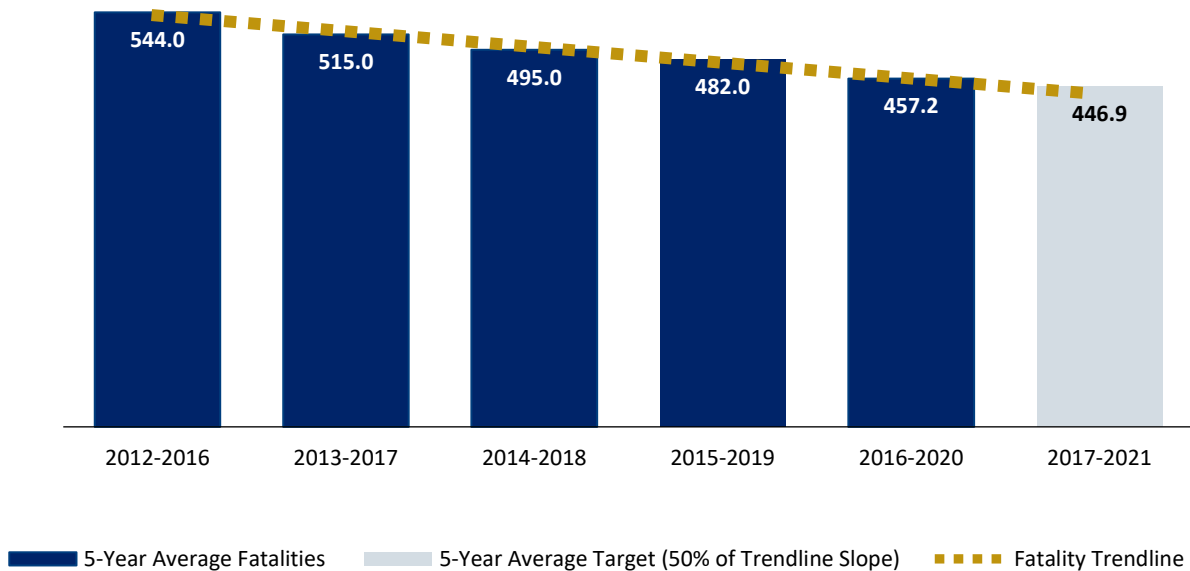
**Police Traffic
Services**

Police Traffic Services

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

Performance Targets

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



Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed towards high-crash or high-violation geographical areas. The following projects were funded in FFY 2021.



Pennsylvania State Police – Police Traffic Services (PT-2021-01-19-00 Federal; PT-2021-01-20-00 Federal)

Every Pennsylvania State Police (PSP) troop participated in coordinated aggressive driving enforcement. Data-driven enforcement and earned media efforts occurred in all 67 counties and reached motorists in over 1,200 municipalities. PSP assisted in joint operations with local police departments; especially with those that need the use of radar (local police cannot use radar in Pennsylvania).

The Selective Traffic Enforcement Program (STEP) is a state police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide and yearlong in data-driven locations. Many of the STEP locations overlapped with designated highway safety corridors where fines are doubled for most moving violations. Over 245,000 traffic citations were written during STEP details in FFY 2021. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 3: Sections 2.2, 2.3)

Results:

- All 16 PSP troops participated in aggressive driving enforcement during FFY 2021, including 4,462 overtime enforcement hours.
- 9,279 hours of STEP overtime enforcement were completed.

Statewide Law Enforcement Liaison (LEL) Program Coordination (PT-2021-02-20-00 Federal; PT-2021-02-21-00 Federal)

The Statewide LEL Program was coordinated by the Highway Safety Network through a grant with the Department of Transportation. Each of the six highway safety regions were assigned an LEL to facilitate police participation in high visibility enforcement operations that focused on aggressive driving, occupant protection, and pedestrian safety. Each LEL helped reinforce the highway safety calendar, plan coordinated enforcement days, and assist with earned media when needed. The LELs also provided training, conducted site visits, ensured proper enforcement report protocols in dotGrants, and monitored law enforcement performance.

Educating law enforcement about the need to plan focused enforcement through crash data was another major objective of this program. The LELs promoted the use of Pennsylvania’s Crash Information Tool (PCIT) to law enforcement and even trained new users. This program was also helpful in expanding the reach of traffic safety messaging and ensuring that high visibility enforcement information gets disseminated to all law enforcement agencies, not just the main grant holding municipal police departments.

Results:

- Trained 319 officers through 96 LEL coordinated trainings.



- Reviewed over 5,800 dotGrants enforcement reports for accuracy and performance.
- Observed 133 live enforcement details to provide guidance on standard operating procedures.

Police Traffic Services Program (PT-2021-04-19-00 Federal; PT-2021-04-20-00 Federal)

PennDOT offered single enforcement grants to fifty different agencies in FFY 2021. Each grant provided for municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian safety countermeasures. Funding distribution for the four safety focus areas utilized an allocation formula based on local crash data. This new centralized structure gives police departments more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Municipal police conducted aggressive driving roving patrols and traffic enforcement zones over the course of three separate mobilizations in FFY 2021. Some departments also had the ability to do sustained non-wave enforcement as local opportunity arose. Aggressive driving serious injury and fatality data weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. Earned media themes tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, outreach during the enforcement wave in April tied in work zone safety and distracted driving. Local district judges were informed when enforcement was occurring so they could help support the program.

Coordination for the events was completed via our six highway safety regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. (CTW, Chapter 3: Sections 2.2, 2.3, 4.1).

Results:

- Over 34,000 motorists were contacted through municipal police aggressive driving enforcement. These contacts led to over 16,000 speeding citations.



DURING THE STATEWIDE AGGRESSIVE DRIVING ENFORCEMENT WAVE 2, RUNNING FROM MARCH 18 THROUGH APRIL 25, 2021, MOON TOWNSHIP PTS GRANTEE POSTED TO FACEBOOK, ON THE RING NEIGHBORS PUBLIC SAFETY APP, AND USED A TRAFFIC MESSAGE BOARD SIGN TO PROMOTE SAFE DRIVING.

PA State Police - LIDAR Pilot (PT-2021-05-20-00 Federal; PT-2021-05-21-00 Federal)

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

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

PSP will conduct training for patrol members in the use of LIDAR. With this more accurate technology, PSP will develop additional deployment strategies and adjust initial deployment as needed. PSP will also develop relevant policy and procedures for the use of the devices.

These devices would support speed enforcement as part of Pennsylvania's targeted aggressive-driving enforcement efforts. They would also be used during holiday enforcement and various other high visibility enforcement (HVE) programs to reduce speed and aggressive driving related crashes.

Results:

- No result to report as this activity was not implemented in FFY 2021. Additional vehicle code regulation updates are required before this activity can be implemented.

Summary

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





Motorcycle Safety

Motorcycle Safety

Over the last decade, Pennsylvania saw a 4.21 percent decrease in licensed motorcyclists, and a 6.51 percent decrease in registered motorcycles. Due to their size, motorcycles can be hidden in blind spots and are easily overlooked by other drivers. The majority of multi-vehicle crashes involving a motorcycle cite a vehicle other than the motorcycle as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Performance Targets

Figure 3.4 Motorcyclist Fatalities
Historical 5-Year Averages and Targets

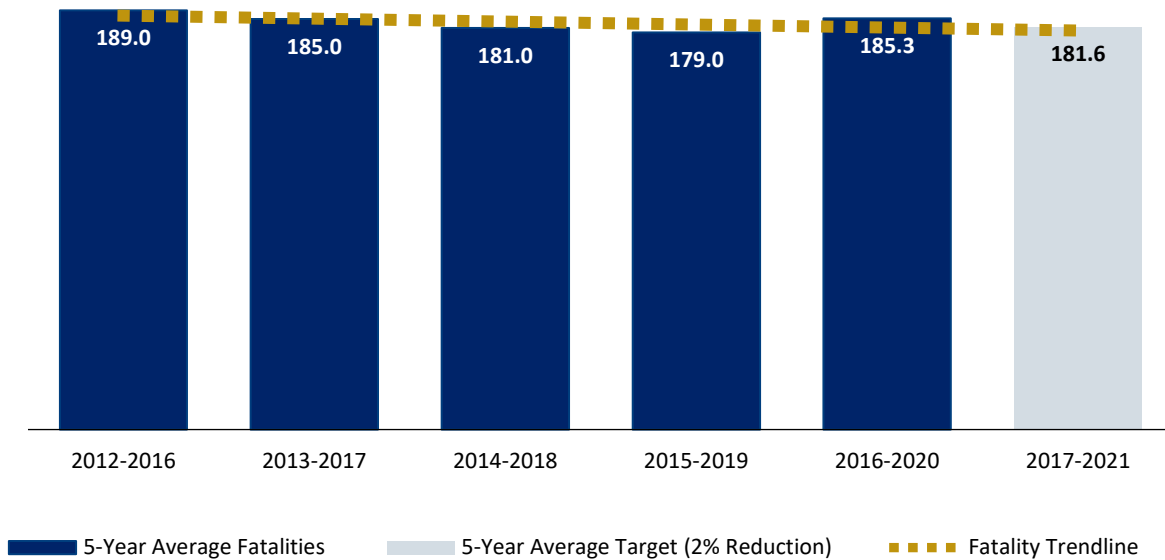
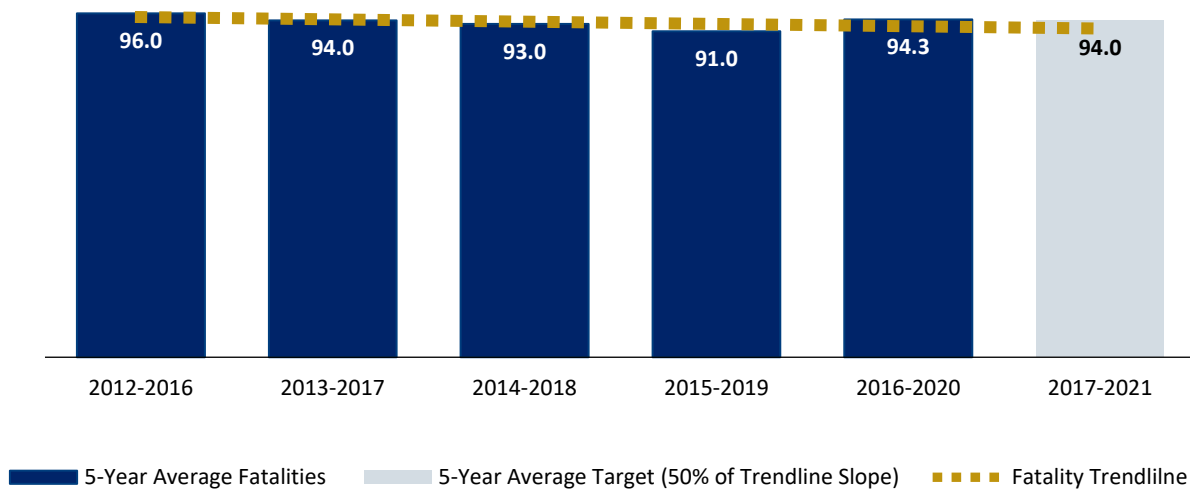


Figure 3.5 Unhelmeted Motorcyclist Fatalities
Historical 5-Year Averages and Goals



Countermeasures (Programs and Projects) and Results

Motorcycle Rider Training

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

The Pennsylvania Motorcycle Safety Program (PAMSP) was established to teach riders of all skill levels the fundamentals needed to safely operate a motorcycle. The PAMSP was created from legislation in 1984 and began one year later. Now in its 36th year of training, the PAMSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner’s permit.

Pennsylvania Motorcycle Safety Program Trainings

While COVID-19 disrupted motorcycle training services in 2020, PennDOT understands the importance of offering motorcycle training to the public and has been working hard to ensure motorcycle training continues in Pennsylvania. PAMSP has contracted with several third-party motorcycle training providers to offer motorcycle safety training classes that will include the motorcycle skills test licensing waiver. Pennsylvania offers five training courses free of charge to Pennsylvania residents at several sites across the state. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for advanced riders to refresh and refine their skills. There are four levels of motorcycle training (Introduction to Riding, Beginner Riding Clinic, Intermediate Riding Clinic, and Advanced Riding Clinic) and a Three-Wheeled Basic Riding Clinic. The internationally acclaimed



Advanced Riding Clinic (Total Control ARC®) curriculum is also used extensively by government agencies and the military to reduce crashes, injuries, and fatalities.

Results:

- Enrolled 2,113 students in motorcycle training courses in 2020.



IN ADDITION TO FREE TRAINING COURSES, PAMSP ALSO PROVIDED SKIDBIKE DEMONSTRATIONS AT HIGH SCHOOLS IN NORTHEAST PA AS PART OF NATIONAL TEEN DRIVER SAFETY WEEK.

Motorcycle Safety Communications and Outreach

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

Motorcycle Safety Initiatives (M9MA-2021-01-19-00 Federal; M11MA-2021-01-20-00 Federal; M11MA-2021-01-21-00 Federal)



Share the Road and Watch for Motorcycles are public outreach programs aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed drivers often do not see the motorcycle. By raising awareness and reminding drivers that motorcycles are on the road, some of these crashes may be avoided. Through the program “Watch for Motorcycles,” materials were produced and distributed. Paid media with safety messaging was deployed during Motorcycle Safety month in May, and continued through the riding season, ending in September. PennDOT districts also displayed motorcycle safety messages on fixed and variable message boards.

Results:

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



THE 2020 PAID MEDIA BUY INCLUDED TACTICS SUCH AS FACEBOOK, INSTAGRAM, SNAPCHAP, GOOGLE VIDEO NETWORK, PANDORA, SPOTX, RADIO, BILLBOARDS, AND GAS PUMP TOPPERS AND WINDOW CLINGS.

Live Free Ride Alive (LFRA) Program

The LFRA program is designed to educate riders on the importance of being properly licensed, riding sober, using all protective gear, and having safe riding experiences. The grassroots effort of the program is PennDOT’s Live Free Ride Alive booth, where representatives talk to riders about the importance of getting licensed, getting trained, riding sober, and not speeding. The booth offers riders a chance to register for training courses and view a video presentation on the various training courses offered through the department’s Motorcycle Safety Training Program. Additionally, LFRA posters, stickers, and



other various materials are distributed to dealerships, driver license centers, welcome centers, and various tourism locations across the state.

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

Results:

- Due to COVID-19 pandemic related travel restrictions, no motorcycle rallies were attended in calendar year 2020 or 2021. The LFRA program plans to resume attending rallies in calendar year 2022.

Summary

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





Pedestrian and Bicycle Safety

Pedestrian and Bicycle Safety

Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years, but we are observing small improvements.

Performance Targets

Figure 3.6 Pedestrian Fatalities
Historical 5-Year Averages and Goals

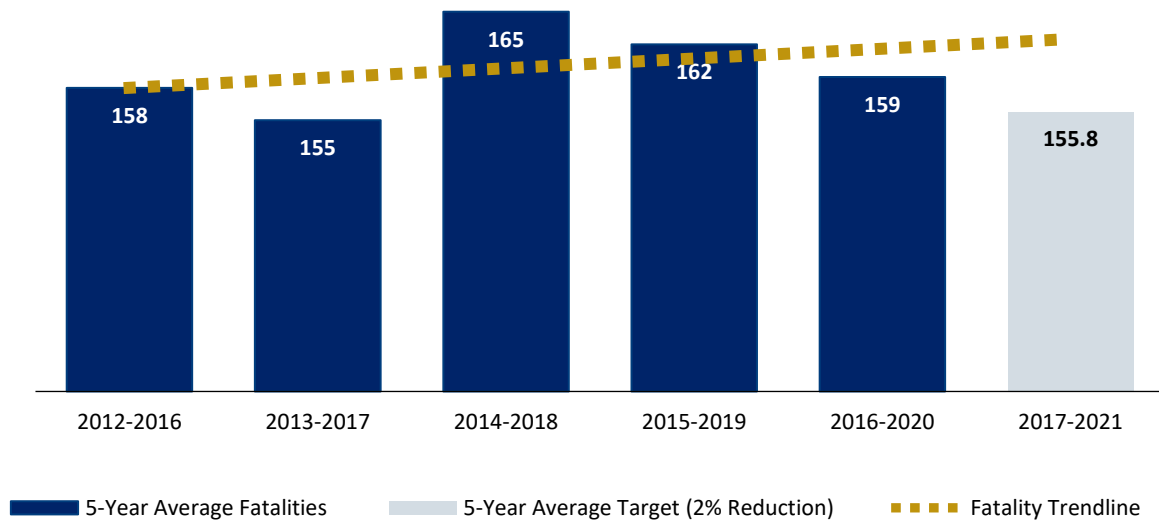
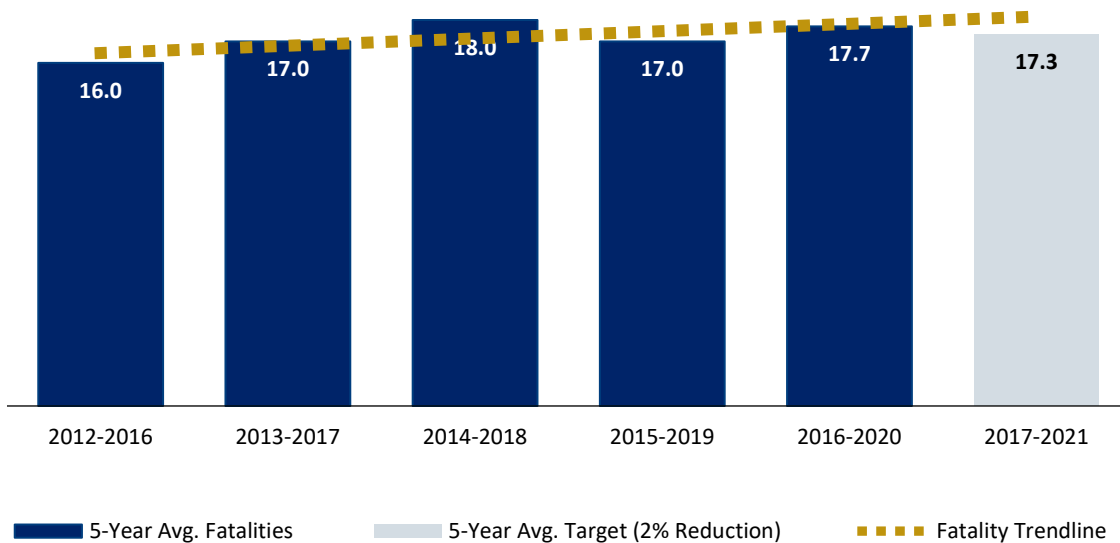


Figure 3.7 Bicyclist Fatalities
Historical 5-Year Averages and Goals



Countermeasures (Programs and Projects) and Results

High Visibility Pedestrian Enforcement

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

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Coupled with public information and education, high visibility enforcement of both motor vehicle laws, and pedestrian laws are an effective tool at increasing pedestrian safety.

Pennsylvania State Police Nonmotorized HVE (Task 6) (FHLE-2021-01-18-00 Federal; FHLE2021-01-20 Federal)

These funds were dedicated to efforts in reducing the number of crashes involving bicycle and pedestrian injuries and fatalities across Pennsylvania. The Pennsylvania State Police (PSP) distributed funding to their troops to conduct enforcement operations toward these efforts. This funding also allowed for bicycle and pedestrian safety awareness campaigns, education around Pennsylvania’s bicycle and pedestrian safety laws, officer training, targeted enforcement strategies, and public media outreach.



Results:

- PSP were able to conduct 5,418 hours of overtime enforcement under this planned activity in FFY 2021, resulting in 14,436 total violations.

Municipal Pedestrian Enforcement and Education Program (FHLE-2021-02-18-00 Federal; FHLE-2021-02-20-00 Federal)

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

Results:

- Municipal police departments were able to conduct 6,174 hours of overtime enforcement under this planned activity in FFY 2021 resulting in 3,865 citations.



MT. LEBANON POLICE DEPARTMENT CORPORAL CORY NOLTE DRESSED AS WALDO FROM THE "WHERE'S WALDO" DURING AN ENFORCEMENT DETAIL THAT STILL HAS PEOPLE TALKING.

Communication Campaign (Ped/Bike)

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



an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

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

Nonmotorized HVE Campaign Support (FHPE-2021-00-00 Federal)

These funds were dedicated to producing and distributing nonmotorized safety-related materials in partnership with the PennDOT Communications Office and Commonwealth Media Services (CMS) for use in collaboration with pedestrian high visibility enforcement operations.

Results:

- These funds were not used in FFY 2021 due to ongoing COVID-19 mitigation and limited production scheduling ability.

Summary

Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2021 are likely to help curb the recent increases observed in fatality data. Maintaining a strong relationship with the PennDOT Statewide Bicycle and Pedestrian Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

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





Traffic Safety Information Systems

Traffic Safety Information Systems

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

Crash record management is divided into two groups:

1. The Analysis group is responsible for receiving, processing, analyzing, and converting crash reports into usable crash data. This group is comprised of three areas: Analysis East, Analysis West, and FARS. Analysis East and Analysis West are responsible for all Pennsylvania non-fatal crashes. Staff uses the Crash Reporting System (CRS) to validate the information on the crash report by comparing it to a set of nearly 400 edits. FARS is responsible for all fatal crash reports and driver reports received. Similar analysis is done, but this information is also reported to the National Highway Traffic Safety Administration. Deep tracking of fatalities is also done throughout the year to ensure the most accurate data possible is created.
2. The Information Systems group is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) and other analytical products. Those requesting data include engineers, media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies. Additionally, this group is responsible for developing, maintaining, and the administration of the online Pennsylvania Crash Information Tool (PCIT).

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

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

	Completeness	Accuracy	Timeliness
2021 Target	0.14	0.38	9.00
2020 Target	0.30	0.40	10.00
2020 Actual	0.15	0.40	9.14

Countermeasures (Programs and Projects) and Results

Traffic Records Program Administrators (TRPA) (M3DA-2021-01-19-04 Federal; M3DA-2021-01-20-04 Federal)



Without an effective traffic safety information system, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information to guide programs related to enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the state. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness. This project continues to provide the LEA community with a Traffic Records Program Administrator (TRPA) as a point of contact between PennDOT's Crash Information Systems and Analysis Unit and approximately 1,200 municipal police agencies across the state. This grant period marks the end of the 12th year of the crash records project.

Results:

- As the move to electronic submission itself improved completeness, accuracy, and timeliness, the TRPA program has begun to evolve to find new ways to make these improvements. A section of the Pennsylvania Crash Information Tool (PCIT) added in FFY2020 allows police departments to access their own department's metrics. The TRPAs continue to introduce this at their trainings and provide these metrics directly to police through their own access. Additionally, the program is continuing to focus on the TraCS to Locals sub-project, which allows LEAs to report citations electronically in addition to electronic crash reports.

Crash Architecture and Public/Partner Data Interface (M3DA-2021-02-19-00 Federal; M3DA-2021-02-20-00 Federal)

The Pennsylvania Crash Information Tool (PCIT) was deployed in 2015 and serves as a publicly accessible crash records database. PCIT currently provides access to a variety of reports featuring commonly requested highway safety categories. Reports may be filtered by year and customized by various traffic safety focus areas. The website also enables users to retrieve specific data in table or map format, which was implemented in April of 2017. New user access areas were added in FFY 2019, which allowed more direct contact to business partners. FFY 2020 added special log-in business partner access to Pennsylvania's grantee network. This put vital crash data directly in the hands of those who work to address behavioral safety issues. PennDOT staff has provided numerous trainings on navigating the PCIT webpage and encourages all users to promote the site amongst their agencies. Traffic to the webpage has increased every year since its creation, including a 33 percent increase in average monthly visits between March 31, 2020 and 2021.

Results:

- The Pennsylvania Crash Information Tool was updated during FFY 2021 to improve the site's query tool. Additional querying capabilities were added to be able to count more finite people



data, such as fatalities and serious injuries. Additional filters, table formats, and messaging were added among other improvements. The web address for PCIT is <https://crashinfo.penndot.gov>.

M.A.C.H. (M3DA-2021-03-19-00 Federal; M3DA-2021-03-20-00 Federal)

Mobile Architecture for Communications Handling (M.A.C.H.) is collaborative command and control communications software that can be installed in car computers, dispatch centers, and emergency operation centers. M.A.C.H. enabled vehicles will be able to pull more complete and up to date information for all 50 states and Canada. Improved data elements are made available through innovative internet communications architecture that allows public safety agencies to share information.

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

Results:

- No result to report as this activity was proposed for FFY 2021 but never became an approved project.

Crash Backlog Processing Support (M3DA-2021-04-19-00 Federal; M3DA-2021-04-20-00 Federal)

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

Once changes were completed it was vital to address this backlog to avoid using incomplete data for future planning and reports. This activity paid overtime for staff to reduce the backlog with a goal to complete all 2020 crash data by April 1, 2021 and reduce the crash case backlog from the current 19,000 cases to 12,000 cases by September 30, 2021.

Results:

- The 2020 crash data was completed on April 23, 2021 missing the proposed goal by three weeks. The crash case backlog was reduced to 16,000 cases by September 30, 2021.

Implementation of Local Roads to PennDOT's Databases (M3DA-2021-05-19-00 Federal; M3DA-2021-05-20-00 Federal)

The FAST Act specified that states must meet certain criteria for collection of fundamental data elements (FDE). It was clear when the specification was stated that Pennsylvania was not going to meet



those requirements by the 2026 deadline based on the rate of data collection at that time. Without a complete inventory of local roadway segments, it was not even possible to provide an estimate for completing the requirements. Now that the local roadway inventory is nearly complete, a reasonable estimate of work can be identified.

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

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

Results:

- This project was started late in FFY 2020 and continued into FFY 2021. Modifications to add data for additional roadway types were added to the project in FFY 2021 and will continue into the first month of FFY 2022. Most phases have been successfully completed and progress is ongoing on the final parts of the last phase. Details will be reported in the FFY 2022 Annual Report.

Summary

Projects that were implemented in FFY 2021 were outlined in the 2021 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system and crash records performance measures, as well as updates on ongoing projects. Pennsylvania's traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

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





Community Traffic Safety Projects

Community Traffic Safety Projects

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

Pennsylvania's Highway Safety Office (HSO) implemented several changes to the CTSP program beginning in FFY 2019. The first of these changes revolved around an update to the allocation formula. This new formula includes Class C licensed drivers, as well as reportable crashes. Each of these categories is weighted to limit the trend deviations in crash data and promote long-term planning. The second change implemented centered around sponsoring agency eligibility. CTSP proposals are now only accepted from county governments. This change enhances local support of the project being implemented in those communities. Additionally, each sponsoring agency is required to secure letters of support from counties in their coverage area that wish to participate in the CTSP program. This step ensures that all counties in each CTSP's coverage area have an active voice in the implementation of the project.

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

Countermeasures (Programs and Projects) and Results

Educational and Outreach Programs

Educational 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. Outreach also provides opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.



Community Traffic Safety Program (CP-2021-01-20-00 Federal; CP-2021-01-21-00 Federal)

The Community Traffic Safety Program involves identifying enforcement training needs, partnering with local organizations to address identified safety focus areas, assisting enforcement agencies to target local problems based on crash data, serving as a local contact for the general public acting on PennDOT's behalf in the development of local safety action plans and safety efforts, providing educational programs to schools and local employers, and providing outreach and education on a variety of traffic safety issues to Magisterial District Justices (MDJ).

Results:

- Continued to implement two-year grant agreements covering FFY 2021 and 2022 to reduce administrative time of both CTSP and HSO staff.
- Funded 17 Community Traffic Safety Projects to conduct behavioral traffic safety programming across the state.

Judicial Education Relating to Highway Safety Strategies (CP-2021-05-20-00 Federal; CP-2021-05-21-00 Federal)

Currently there is no standardized curriculum for providing judges with a specifically focused training protocol relating to recognized countermeasures against driving under the influence of drugs (DUID) or alcohol (DUIA) and the existing and emerging technologies in support of the countermeasures. As a result, trial judges responsible for deciding disputes arising from prevention, detection, apprehension, and correction of impaired driving may have no familiarity with the science, best technical practices, and related constitutional and evidentiary issues raised in court before trial.

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

Results:

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



Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2021. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area which makes outreach challenging. We have recognized these challenges and work to provide CTSPs with the tools needed to target their local communities.



Be Safe PA.

In a moment like this,
seat belts save lives.

Don't Drive Unbuckled



www.PennDOT.gov/Safety

Paid for with Pennsylvania taxpayer dollars.

Communications and Media

Communications and Media

PennDOT's central communications office and regional safety press officers (SPO) manage highway safety media through partnerships with local safety programs and law enforcement. Press and social media announcements promoting enforcement activities, law enforcement trainings, safety initiatives, and community events are reviewed, sent out, and tracked year-round. SPOs send press releases, hold school and community outreach programs, and organize safety media events to help educate the public through our safety messages. Central communications office staff also help by promoting national mobilizations with statewide media events, and by continuing to promote the Pennsylvania Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

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

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

Be Safe PA

Paid media was purchased in support of aggressive driving enforcement, Distracted Driving Awareness Month, National Click it or Ticket Enforcement Mobilization, and the 4th of July Impaired Driving Campaign. Mixed media tactics were used to build overall safe driving awareness and effectively capture key audiences, which generally included all Pennsylvanians, with a primary audience of males, aged 18 to 44. Departmental crash data was used in targeting the demographic.

Continuing the foundation built in 2020, the media once again utilized one overarching theme with the tagline "Be Safe PA." All media created for the paid buy was branded with "Be Safe PA," including print, digital, radio, and out-of-home advertising. The tagline is also featured on the website and is used in traffic safety related social media posts year-round.

In the annual Highway Safety Survey, respondents were asked to indicate which of the listed safe driving slogans were familiar. Long-time slogan "Click It or Ticket" led the way with 93.2 percent of respondents familiar with the slogan. Less than two years after implementation, 27.3 percent of respondents indicated they were familiar with "Be Safe PA."



In 2021, PennDOT once again incorporated videos into the media campaigns in order to continue capitalizing on an increase in metrics and exposure to ads. Additionally, billboards were added to speeding, seat belt, and impaired driving campaigns.

Overall, PennDOT spent approximately \$1.2 million in state funds on the four campaigns that ran successively from March through June 2021. The media spend included approximately \$285,000 for speeding, \$260,000 for distracted driving, \$285,000 for seat belt safety, and \$325,000 for impaired driving. The campaigns were highly successful, delivering more than 231 million combined impressions across out-of-home and digital media tactics. The total campaign media value was more than \$2 million, producing an 87.63 percent return in added value on the campaign media spend.

Speeding

PennDOT added speeding as a focus of the media buy, running in March 2021 to coincide with the statewide Aggressive Driving Enforcement Wave 2 campaign, which focuses on several themes including speeding. As with the 2020 campaign, media included both a [:15](#) and [:06](#) video, along with still assets. Metrics show the buy resulted in 8.8 million digital impressions, nearly 26,800 clicks, and more than 4.2 million video views.



Distracted Driving

In April 2021, PennDOT conducted a distracted driving media campaign aimed at reducing the number of these crashes while increasing statewide awareness of the consequences associated with distracted driving. The buy resulted in over 24 million digital impressions, 161,000 clicks to PennDOT's distracted driving web page, and more than 5.4 million video views.

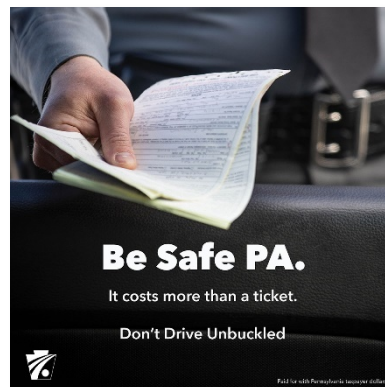
Capitalizing on the investment, the 2020 media materials were reused in 2021 and again included both [:15](#) and [:06](#) videos, along with static images.





Seat Belts

In May 2021, PennDOT conducted a seat belt safety awareness campaign. Videos were not completed for this buy in 2020 due to the COVID-19 pandemic and related mitigation factors. In 2021, both :15 and :06 videos were created, along with accompanying static images. Since the 2020 media buy performed successfully, static images from last year were also reused. The buy resulted in nearly 9 million digital impressions, over 31,000 clicks, and nearly 3.5 million video views.



Impaired Driving

PennDOT conducted an impaired driving media campaign in support of the 4th of July Impaired Driving Campaign throughout June and early July. Once again, 2020 media materials, including both :15 and :06 videos were reused, capitalizing on our investment in production costs last year. The 2021 media buy resulted in more than 18 million digital impressions, 127,000 clicks to the website, and nearly 5.5 million video views.



Approximately \$300,000 of the overall budget was spent on billboard advertisements for in support of speeding, seat belt safety, and impaired driving. These campaigns combined delivered more than 110 million impressions and added value of more than \$60,000.

Point of purchase marketing projected more than 32 million impressions and achieved nearly 60 million. More than 18 million added value impressions were generated from All Over Media's gas pump toppers, window clings, and bar posters, adding \$55,000 in value to the campaign. Another 8.6 million added value impressions were generated through AMI jukebox advertising, adding \$64,800 in value to the campaign.

The Pennsylvania Association of Broadcasters delivered a total of 15,932 radio spots for all four topic areas, and 549 TV spots for impaired driving. Combined, these spots were valued at more than \$875,000 on a \$97,500 investment. Additionally, the iHeart Total Traffic & Weather sponsorship delivered nearly 4 million impressions and approximately \$40,000 in added value.

Purchased media included:

- All Over Media: Bar posters are used to increase exposure to the DUI messaging at key times, such as when the audience might be under the influence and debating driving themselves home, and gas pump advertising which hits a captive audience for 2-3 minutes with each transaction to reinforce all other tactics in market.



- AMI Entertainment: These ads capitalize on in-bar advertising focusing on the jukeboxes and mobile apps that interact with them. Media included custom content and quizzes to best interact with the bar crowd and drive the DUI messaging home.
- Centro: A preferred connected TV and online video partner with expansive access to premium content that reaches young adults. Media included fifteen second videos and was used exclusively with the impaired driving campaign to reach young males through sports and gaming content.
- Facebook and Instagram: These platforms are frequently used throughout the day with deep engagement and have the capability to target individuals strategically. Media components included both videos and images.
- Google: A staple of the annual safety campaigns, this suite of tactics reaches online users through an expansive inventory of video and display content prior to them operating a vehicle. Media included video and banner ads.
- iHeart Radio: This terrestrial radio sponsorship centered around traffic and commuting by sponsoring morning and evening traffic updates across all PA markets. Media included ten to fifteen second recorded messages.
- Outdoor Advertising
 - Lamar Outdoor has the capability to run messaging in all major markets across PA through their high-impact digital bulletins.
 - Clear Channel Outdoor has high-impact digital bulletins spread out across the greater Philadelphia area reaching mass volumes of commuters.
 - Adams Outdoor has a broad reaching digital bulletin network that ranges across north and southeast PA counties.
- Pandora: Along with Spotify, Pandora is a leading streaming audio and video platform with strong listenership from adults. The platform is used exclusively as an alternative to broadcast radio while driving, among other activities. Media included thirty second audio spots and companion banners.
- The Pennsylvania Association of Broadcasters: The State Broadcasters Association facilitates turnkey remnant inventory across local broadcast properties helping to increase reach and frequency.
- Snap Chat: This platform is among the most popular content sharing platforms for teens and young adults in the United States, with high usage outside of the home (bars, restaurants, concerts, sporting events, etc.). Media components included video and static images.
- Spotify: Online radio that captures audiences throughout the day when they are listening to their preferred music during commutes, at work, in the car, and during downtime. Media included thirty second audio spots and companion banners.

Countermeasures (Programs and Projects) and Results

Public Information and Education (State Funds)



The Public Information and Education line is used for brochures and other free educational pieces to address emerging safety focus areas and other unforeseen safety issues. These publications are typically available for download and in some cases printed. Limited state funds were used to support these expenses in FFY 2021.

Additionally, with the use of state funds, the Highway Safety Office piloted individual print budgets for PennDOT's eleven District Safety Press Officers (SPO) in 2020. The pilot was in direct response to a recommendation from the 2019 GHSA Communications Audit and was successfully expanded in FFY 2021. Each SPO was assigned with a \$300 budget to be used for printed publications that are needed for their work promoting PennDOT's safety messages.

State funds were also used to update several printed publications in 2021, as well as create a new [Traffic Safety Activity Book](#) which SPOs can use when attending safety events targeted to children. The activity book covers topics appropriate for children, including seat belt safety, distracted driving, bicycle and pedestrian safety, and school bus safety.

Summary

PennDOT is constantly evaluating the effectiveness of its media messages. Each year we try to increase the reach of our messages by updating and improving upon previous campaigns. In order to increase recognition, PennDOT introduced "Be Safe PA" in 2020. The tagline was once again used on all behavioral safety media buy materials, added to the website, and used in messaging on social media. PennDOT's paid media is deployed so as to coincide with enforcement waves in an effort to saturate the market with positive highway safety messages. It is hoped these messages act as a deterrent and ultimately result in a reduction of crashes and fatalities.



Driver Education and Behavior

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

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

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

Educational and Outreach Programs

Novice Driver Statewide Program Support (DE-2021-02-20-00 Federal; DE-2021-02-21-00 Federal)

This project was able to achieve more goals during the third-year extension. Unfortunately, due to COVID-19 and its related restrictions, this project was unable to complete the in-person task of training our CTSPs on the Enhanced Driver Education Curriculum that was updated by the project. The training activities are intended to resume in FFY 2022 with another one-year extension of the project. The project will also continue to collect data from the schools implementing the updated driver education curriculum to support their research.

Results:

- Created and delivered additional driver's education materials to CTSPs.
- Created and delivered webinars to our CTSP network on their updated Enhanced Driver Education Curriculum.



- Four quarterly newsletters were delivered to our CTSP network.



THE NOVICE DRIVER STATEWIDE PROGRAM CREATED AND DELIVERED FOUR QUARTERLY NEWSLETTERS TO OUR CTSP NETWORK.

- Submitted a comprehensive report that details the research and outcomes of the project for FFY 2021.

Implementation of a Driver Improvement School (DE-2021-01-20-00 Federal; DE-2021-01-21-00 Federal)

Headed by PennDOT's Bureau of Driver Licensing, this project has hired a vendor to begin creating a curriculum for the school. As this process takes a significant amount of time, the project did not incur any costs during FFY 2021. This project, therefore, will be extended into FFY 2022 to finish the implementation of the Driver Improvement School in Pennsylvania. In 2022, the Bureau of Driver Licensing projects that they will provide this curriculum to more than 5,000 drivers who have previously completed the Special Point Exam or have been designated problematic drivers regarding speed and roadway safety.

Results:

- Hired a vendor to complete the curriculum development and to train the trainers.
- New Driver Improvement School curriculum is in progress.





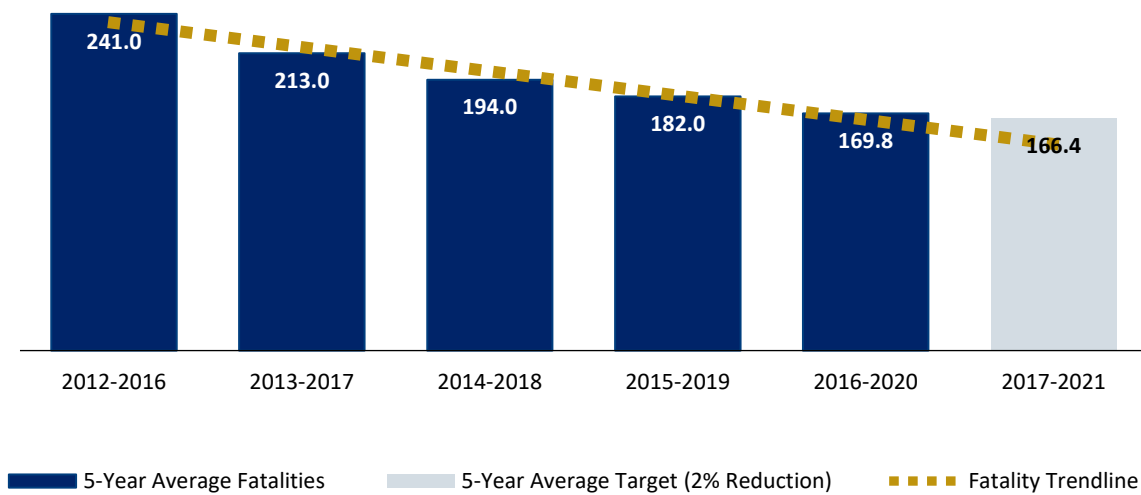
**Impaired
Driving**

Impaired Driving

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

Performance Target

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



Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2021.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$4 million dollars in federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2021. Pennsylvania’s data-driven High-Visibility Enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our six Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in



planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age and sex of drivers.

Pennsylvania State Police DUI Enforcement Program (M5HVE-2021-01-20-00 Federal; M5HVE-2021-01-21-00 Federal)

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts on enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations that have a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, PSP conducted nearly 1,200 sobriety checkpoints and roving DUI patrols during FFY 2021. This enforcement contacted more than 22,000 motorists resulting in just over 1,000 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continued to receive standardized field sobriety testing certification during their academy training.

Results:

- Conducted nearly 1,200 sobriety checkpoints and roving DUI patrols, contacting more than 22,000 motorists resulting in just over 1,000 arrests for impaired driving.

Pennsylvania State Police DUI Breath Testing (PT-2021-06-20-00 Federal; PT-2021-06-21-00 Federal)

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

Results:

- PSP purchased 12 evidentiary breath testing units for distribution amongst the troops and stations.

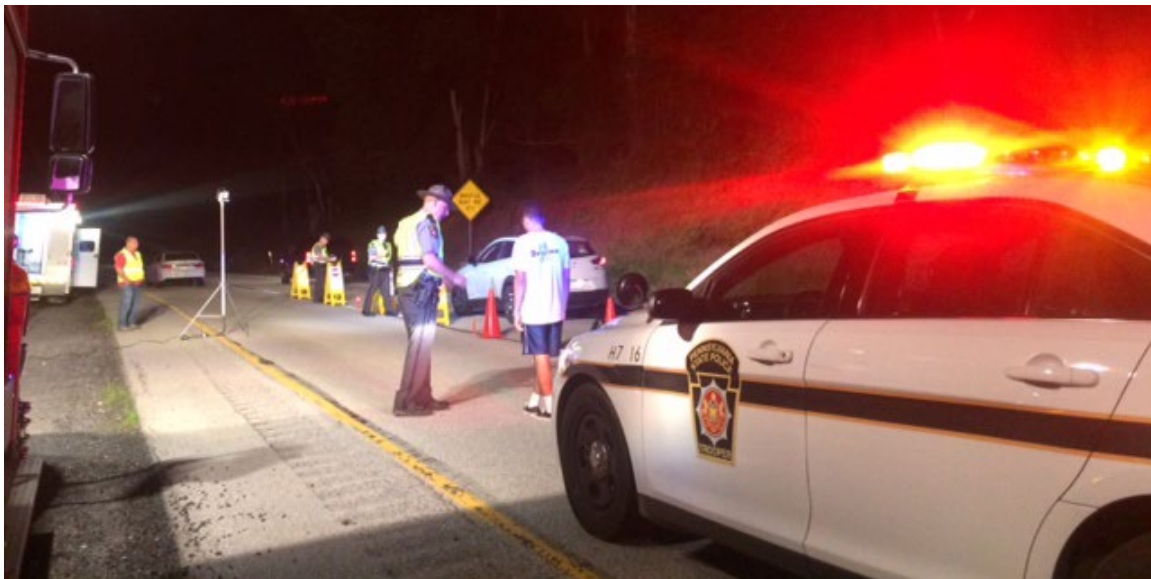


Municipal DUI Enforcement Programs (M5HVE-2021-02-20-00 Federal; M5HVE-2021-02-21-00 Federal; PT-2021-04-20-00 Federal; PT-2021-04-21-00 Federal)

PennDOT offered nearly 50 police traffic services grants, which involved approximately 725 municipal police departments during FFY 2021. Impaired driving enforcement is a component of the police traffic services grant. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and “Cops in Shops” operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target locations for impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the national crackdown during the Labor Day holiday, but also include other DUI mobilizations highlighted on the NHTSA communications calendar. DUI Regional Program Administrators helped to ensure police departments planned participation during the crackdowns and mobilizations. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. This impaired driving enforcement resulted in more than 70,500 motorists contacted and nearly 1,200 arrests for impaired driving.

Results:

- More than 1,300 impaired driving enforcement operations resulted in approximately 70,500 motorists contacted and nearly 1,200 arrests for impaired driving.



PTS GRANTEE YORK HELD A JOINT CHECK POINT WITH PENNSYLVANIA STATE POLICE AND MUNICIPAL AGENCIES ON I-83 IN YORK, PA.

DUI Courts (M5CS-2021-01-20-00 Federal; M5CS-2021-01-21-00 Federal)

During 2020 in Pennsylvania, there were more than 10,000 convictions for a second or subsequent DUI offense. Those convictions accounted for 59 percent of all DUI convictions in 2020. PennDOT provides counties with grants for DUI court to address recidivism. While in DUI court, the repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI court grants from PennDOT are renewed for three years and are intended as start-up funds. During FFY 2021, no counties applied for DUI court grant funding from PennDOT. National studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates, consistent with these national studies.

Results:

- Funded no new DUI courts during FFY 2021. The number of DUI courts operating in PA stands at 16.

Institute for Law Enforcement Education (M5TR-2021-01-20-00 Federal; M5TR-2021-01-21-00 Federal; PT-2021-03-20-00 Federal; PT-2021-03-21-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an agreement with the Institute of Law Enforcement Education (ILEE) at the PA Department of Education. With over 150 trainings offered, more than 2,800 law enforcement officers received some type of highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing during FFY 2021.

Results:

- More than 2,800 law enforcement officers received highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing.

Traffic Safety Resource Prosecutor (TSRP) (M5TR-2021-03-20-00 Federal; M5TR 2021-03-21-00 Federal)

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The Traffic Safety Resource Prosecutor (TSRP) provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law



enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. Nearly 400 instances of technical assistance were provided by the TSRP during FFY 2021. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly “Cops in Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which uses a simulated impaired driving case and follows each step from arrest to prosecution. The individual holding the TSRP position for most of FFY 2021 retired in July 2021 and his replacement began in October 2021.

Results:

- Provided funding for one full-time Traffic Safety Resource Prosecutor (TSRP) in FFY 2021.
- TSRP provided nearly 400 instances of technical assistance ranging from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors.

Judicial Outreach Liaison (JOL) (M5TR-2021-04-20-00 Federal; M5TR 2021-04-21-00 Federal)

Since implementing a state-sanctioned Judicial Outreach Liaison (JOL) in 2012 with funding from NHTSA, the program has substantially evolved and continues serving as a liaison between the judiciary and the rest of the highway safety community. Activities conducted by the JOL included hours dedicated to the Court Reporting Network (CRN) revision project, the Department of Drug and Alcohol Programs (DDAP) county assessment project, DUI court promotion and support, and participation in meetings with the highway safety office. In addition, the JOL presented material to certain stakeholder groups, including the statewide DUI task force, the DUI oversight committee, the state legislative commissions and task force, as well as national groups such as the National Center for DWI Courts. The JOL has also dedicated hours towards the DUI intervention project where his experience and expertise has been used to examine each county’s DUI program and how DUI offenders are assessed for treatment purposes. The JOL project continued activity on the DUI Court study, the implementation manual for new DUI Courts, a DUI bench book, and with the TSRP, began using the NHTSA Drug-Impaired Criminal Justice Evaluation Tool to assess Pennsylvania during FFY 2021.

Results:

- Providing funded for one Judicial Outreach Liaison (JOL) in FFY 2021.



Statewide DUI Program Coordination (DUI RPAs) (M5TR-2021-02-20-00 Federal; M5TR-2021-02-21-00 Federal)

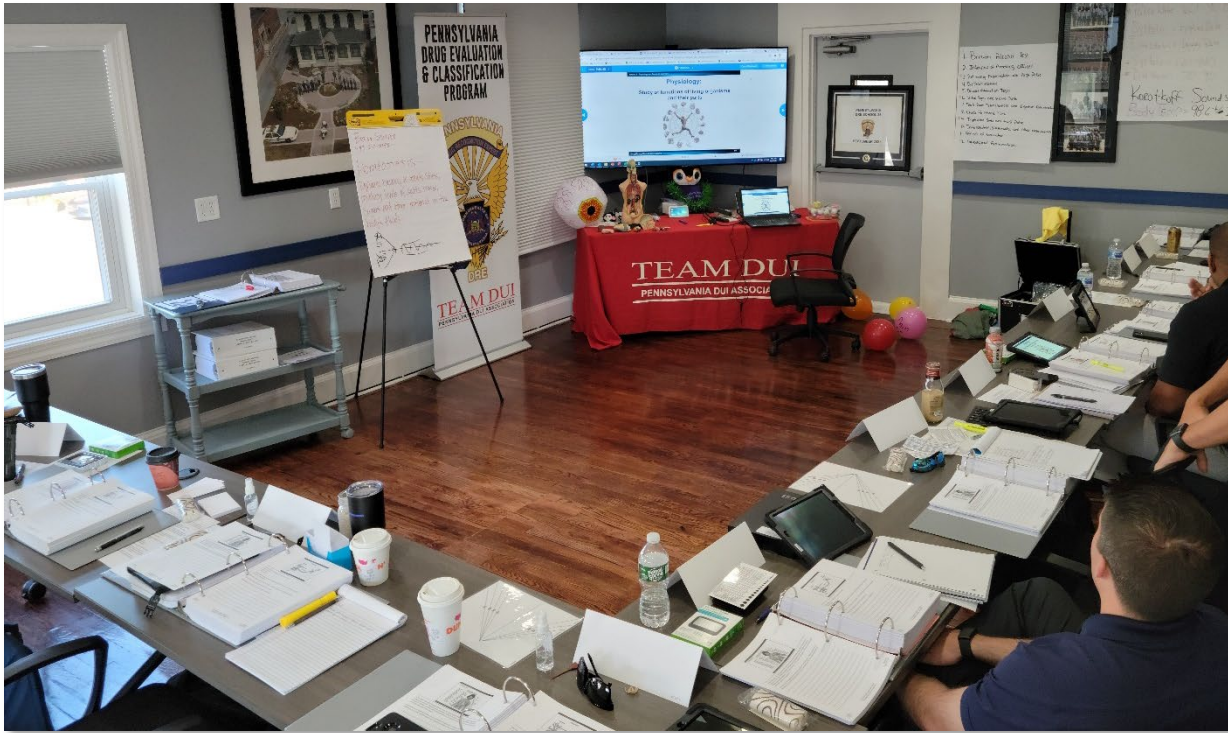
Four DUI Regional Program Administrators (DUI RPAs) dedicated to impaired driving support were funded under a grant with the Pennsylvania DUI Association. These positions, including two full-time and two part-time, are funded under the NHTSA grant program using §405(d) funding. During FFY 2021, the DUI RPAs served as a technical resource on impaired driving for the 50 police traffic services grants statewide. More than 725 municipal police departments and the state police receive funding under the grant program and the DUI RPAs serve as a technical resource for each of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUID crashes and arrests are most likely due to the large effort towards training law enforcement in DUID detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2021, 26 ARIDE courses were conducted by the PA DUI Association, training hundreds of law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 18th year of operation and certified 62 new officers as drug recognition experts in FFY 2021, which brings the total number of DREs in Pennsylvania to 227. During FFY 2021, DRE officers conducted 2,348 evaluations, which resulted in opinions within all seven drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers. An additional 865 evaluations were conducted in a training environment.

Results:

- Funded two full-time and two part-time DUI Regional Program Administrators (DUI RPAs)
- DUI RPAs served as a technical resource for the 50 police traffic services grants statewide.
- 26 ARIDE courses were conducted by the PA DUI Association, training hundreds of law enforcement officers.
- Certified 62 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to 227.
- DRE officers conducted 2,348 evaluations.





DRE SCHOOL, CLASS 26, FINISHED IN SEPTEMBER 2021, GRADUATING NINE NEW DRES.

Pennsylvania DUI Association Technical Services Program (M5TR-2021-05-20-00 State; M5TR-2021-05-21-00 State)

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

Results:

- Certified 179 Alcohol Highway Safety School instructors and 242 Court Reporting Network evaluators during FFY 2021.

Ignition Interlock (M5II 2021-01-20-00 State; M5II 2021-01-21-00 State)

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. A 2017 Pennsylvania law makes the ignition interlock requirement mandatory for first-time DUI offenders with high blood alcohol levels and for individuals who refuse chemical testing. Interlock devices prohibit a vehicle from being operated by a drinking driver with a Breath Alcohol Content higher than 0.025. During FFY 2021, there were more than 13,500 Pennsylvania residents with an installed ignition interlock device, and nearly 90,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor also conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures. State funds were utilized to deliver these tasks.

Results:

- Conducted 296 site visits to ignition interlock installation service centers to audit for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures.
- Nearly 90,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

Summary

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

Enforcement grantees in Pennsylvania conducted sobriety checkpoints and roving patrols following the HVE model with nearly 80 percent of the committed enforcement funds liquidated during FFY 2021. Even though the commonwealth experienced another slight decrease in DUI arrests from calendar year 2019 to 2020, it can be reasonably argued the projects were successful towards influencing the recent reductions in impaired driving related crashes over the same period. Law enforcement officers in Pennsylvania will need to continue to be aware of and trained in the detection and testing of drug impaired drivers so the commonwealth can continue to achieve reductions in impaired driving.



Planning and Administration

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, and policies, the Bureau of Maintenance and Operations, Program Services Unit, is responsible for Pennsylvania's Highway Safety Program.

Title 23, part 1300.4 of the Code of Federal Regulations (23 CFR § 1300.4) describes the authority and functions of a state highway safety agency. Standard components of any state highway safety program include planning and administration and program Management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered planning and administration versus program management.

Countermeasures (Programs and Projects) and Results

Planning and Administration (PA-2021-02-20-00 Federal; PA-2021-02-21-00 Federal/PA-2021-01-00-00 State)

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

PA Highway Safety Office Program Management (CP-2021-04-20-00 Federal; CP-2021-04-21-00 Federal/CP-2021-01-00-00 State)

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

Grant Program Training Needs (CP-2021-03-20-00 Federal; CP-2021-03-21-00 Federal)

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



Results:

- Conducted the Fall Communications Workshop virtually, due to COVID-19 mitigation efforts, for PennDOT and Community Traffic Safety Project outreach coordinators October 27-29, 2020.
- Conducted the Pennsylvania Traffic Safety Conference virtually, due to COVID-19 mitigation efforts, for grantees and other traffic safety stakeholders April 14-15, 2021.



4. Program Funding

Funding Overview

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

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

BOMO funded 77 grants in FFY 2021 totaling \$12,315,833.55 under this program.

During the fiscal year, \$9,475,807.93 (77 percent) of committed §402 funds was spent, including \$5,965,836.75 (48 percent) share to local.

Section 405b Program (Occupant Protection Incentive Grants)

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

BOMO awarded one grant in FFY 2021 totaling \$1,450,000.00 under this program.

During the fiscal year, \$1,052,029.42 (73 percent) of committed §405b funds was spent.

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

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

BOMO awarded five grants in FFY 2021 totaling \$2,020,759.54 under this program.

During the fiscal year, \$1,765,355.31 (88 percent) of committed §405c funds was spent.

Section 405d Program (Alcohol-Impaired Driving Countermeasures)

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



BOMO awarded 56 grants in FFY 2021 totaling \$6,247,758.84 under this program.

During the fiscal year, \$4,961,283.59 (79 percent) of committed §405d funds was spent.

Section 405f Program (Motorcyclist Safety Programs)

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

BOMO awarded one grant in FFY 2021 totaling \$350,000.00 under this program.

During the fiscal year, \$244,987.50 (70 percent) of committed §405f funds was spent.

Section 405h Program (Nonmotorized Safety Programs)

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

BOMO awarded 50 grants in FFY 2021 totaling \$1,175,000.00 under this program.

During the fiscal year, \$851,821.11 (73 percent) of committed §405f funds was spent.

Highway Safety Program Expenditures (Project List)

Table 4.1 Federal Fiscal Year 2021 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2021-01-00-00	20.600	Planning & Administration - PA Highway Safety Office Mgmt	410,000.00	230,723.26
OP-2021-01-00-00	20.600	PA State Police - Child Passenger Safety Fitting Stations (Task 2)	50,000.00	39,515.86
PT-2021-01-00-00	20.600	PA State Police - Police Traffic Service	2,201,500.00	1,910,965.90
PT-2021-02-00-00	20.600	Statewide LEL Program Coordination (PTS)	1,055,000.00	853,758.50
PT-2021-03-00-00	20.600	Institute for Law Enforcement Education	365,000.00	261,089.87
PT-2021-04-00-01	20.600	PTS-G-2021-Northumberland-00001	555,975.49	468,137.77
PT-2021-04-00-02	20.600	PTS-G-2021-Bucks-00002	177,800.00	81,572.49
PT-2021-04-00-03	20.600	PTS-G-2021-Chester-00003	160,046.63	126,203.75
PT-2021-04-00-04	20.600	PTS-G-2021-Lower Merion-00004	30,073.22	29,146.36
PT-2021-04-00-05	20.600	PTS-G-2021-Butler-00005	46,630.00	41,350.54
PT-2021-04-00-06	20.600	PTS-G-2021-Latrobe-00006	42,237.62	37,318.30
PT-2021-04-00-07	20.600	PTS-G-2021-Plum-00007	48,250.50	31,026.88
PT-2021-04-00-08	20.600	PTS-G-2021-West Deer-00008	38,282.64	35,590.99
PT-2021-04-00-09	20.600	PTS-G-2021-Bethlehem City-00009	25,635.47	25,477.03
PT-2021-04-00-10	20.600	PTS-G-2021-Pottstown-00010	59,874.85	52,585.46
PT-2021-04-00-11	20.600	PTS-G-2021-Washington Township-00011	19,894.26	10,950.62
PT-2021-04-00-12	20.600	PTS-G-2021-Cumberland-00012	68,405.00	51,848.53
PT-2021-04-00-13	20.600	PTS-G-2021-Cambria-00013	42,715.00	33,582.91
PT-2021-04-00-14	20.600	PTS-G-2021-Baldwin-00014	48,986.00	41,599.72



Program Area	CFDA	Program Description	Obligated	
			Funds	Expended Funds
PT-2021-04-00-15	20.600	PTS-G-2021-Bethlehem Township-00015	37,786.02	23,565.63
PT-2021-04-00-16	20.600	PTS-G-2021-Blair -00016	57,633.80	39,943.13
PT-2021-04-00-17	20.600	PTS-G-2021-Ferguson Twp-00017	20,640.00	17,950.03
PT-2021-04-00-18	20.600	PTS-G-2021-Old Lycoming Twp-00018	23,997.66	14,599.94
PT-2021-04-00-19	20.600	PTS-G-2021-Lebanon-00019	46,626.04	29,529.38
PT-2021-04-00-20	20.600	PTS-G-2021-Cambridge Springs-00020	6,368.00	5,276.25
PT-2021-04-00-21	20.600	PTS-G-2021-Mifflin-00021	19,400.00	14,112.22
PT-2021-04-00-22	20.600	PTS-G-2021-Lawrence Township-00022	15,924.42	11,716.59
PT-2021-04-00-23	20.600	PTS-G-2021-Haverford-00023	36,529.01	34,875.46
PT-2021-04-00-24	20.600	PTS-G-2021-Venango-00024	9,194.82	4,707.37
PT-2021-04-00-25	20.600	PTS-G-2021-Mt. Lebanon Twp-00025	36,001.46	35,943.42
PT-2021-04-00-26	20.600	PTS-G-2021-MoonTownship-00026	33,280.00	33,230.23
PT-2021-04-00-27	20.600	PTS-G-2021-Indiana-00027	4,685.32	3,009.21
PT-2021-04-00-28	20.600	PTS-G-2021-Erie-00028	71,037.78	52,945.33
PT-2021-04-00-29	20.600	PTS-G-2021-LowerSaucon-00029	12,596.57	8,197.68
PT-2021-04-00-30	20.600	PTS-G-2021-Lehigh-00030	50,579.10	46,648.87
PT-2021-04-00-31	20.600	PTS-G-2021-Hatfield-00031	42,347.62	15,986.00
PT-2021-04-00-32	20.600	PTS-G-2021-Gilpin-00032	9,830.00	8,029.68
PT-2021-04-00-33	20.600	PTS-G-2021-MontgomeryTownship-00033	100,955.00	72,778.26
PT-2021-04-00-34	20.600	PTS-G-2021-Lackawanna-00034	95,662.38	73,244.90
PT-2021-04-00-35	20.600	PTS-G-2021-Hermitage-00035	55,485.00	39,098.34
PT-2021-04-00-36	20.600	PTS-G-2021-Luzerne-00036	101,543.88	73,790.81
PT-2021-04-00-37	20.600	PTS-G-2021-Philadelphia*-00037	204,998.85	192,024.34
PT-2021-04-00-38	20.600	PTS-G-2021-23426-00038 (Upland Boro)	42,331.18	32,649.97
PT-2021-04-00-39	20.600	PTS-G-2021-York-00039	390,640.96	287,778.80
PT-2021-04-00-40	20.600	PTS-G-2021-61204-00040 (Conewango Twp)	21,130.85	18,197.36
PT-2021-04-00-41	20.600	PTS-G-2021-64431-00041 (Vandergrift Boro)	34,473.00	29,123.79
PT-2021-04-00-42	20.600	PTS-G-2021-West Norriton-00042	60,021.36	58,894.87
PT-2021-04-00-43	20.600	PTS-G-2021-Hopewell-00043	38,199.23	26,061.42
PT-2021-04-00-44	20.600	PTS-G-2021-S Whitehall-00044	109,242.61	70,557.05
PT-2021-04-00-45	20.600	PTS-G-2021-Pittsburgh-00045	103,711.70	64,959.79
PT-2021-04-00-46	20.600	PTS-G-2021-Towanda Boro-00046	7,811.88	3,359.92
PT-2021-04-00-47	20.600	PTS-G-2021-Abington*-00047	144,023.00	115,649.14
PT-2021-04-00-48	20.600	PTS-G-2021-North Strabane-00048	37,082.86	24,781.00
PT-2021-04-00-49	20.600	PTS-G-2021-Upper Darby-00049	32,632.96	10,488.81
PT-2021-04-00-50	20.600	PTS-G-2021-Dauphin-00050	191,561.00	28,793.73
PT-2021-05-00-00	20.600	PA State Police - LIDAR Pilot	250,000.00	0.00
PT-2021-06-00-00	20.600	Breath Testing Devices (Task 7)	97,000.00	97,000.00
CP-2021-01-00-01	20.600	CTSP-G-2021-Allegheny-00001	181,941.58	125,589.64
CP-2021-01-00-02	20.600	CTSP-G-2021-Cambria-00002	98,094.68	91,889.60
CP-2021-01-00-03	20.600	CTSP-G-2021-Carbon County-00003	254,342.72	215,949.95
CP-2021-01-00-04	20.600	CTSP-G-2021-Centre-00004	85,394.05	76,940.86
CP-2021-01-00-05	20.600	CTSP-G-2021-Chester-00005	107,647.54	95,945.20
CP-2021-01-00-06	20.600	CTSP-G-2021-Cumberland-00006	158,142.08	153,115.61
CP-2021-01-00-07	20.600	CTSP-G-2021-Delaware-00007	105,578.27	76,247.77
CP-2021-01-00-08	20.600	CTSP-G-2021-Erie-00008	124,250.78	105,455.67
CP-2021-01-00-09	20.600	CTSP-G-2021-Lackawanna-00009	60,474.61	59,919.21
CP-2021-01-00-10	20.600	CTSP-G-2021-Luzerne-00010	94,465.51	70,417.23
CP-2021-01-00-11	20.600	CTSP-G-2021-Northumberland-00011	99,709.13	85,178.67
CP-2021-01-00-12	20.600	CTSP-G-2021-Washington County-00012	162,474.67	134,285.18
CP-2021-01-00-13	20.600	CTSP-G-2021-York-00013	263,691.99	244,898.60



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2021-01-00-14	20.600	CTSP-G-2021-Philadelphia*-00014	230,204.48	107,378.79
CP-2021-01-00-15	20.600	CTSP-G-2021-Bucks-00015	112,887.61	54,983.65
CP-2021-01-00-16	20.600	CTSP-G-2021-Bethlehem City-00016	72,484.77	71,962.42
CP-2021-01-00-17	20.600	CTSP-G-2021-Montgomery Co-00017	71,825.46	59,409.68
CP-2021-02-00-00	20.600	Statewide Child Passenger Safety Program	976,000.00	968,882.02
CP-2021-03-00-00	20.600	Grant Program Training Needs	20,000.00	1,100.00
CP-2021-04-00-00	20.600	PA Highway Safety Office Program Management	470,000.00	392,129.46
CP-2021-05-00-00	20.600	Judicial Educ. Relating to Highway Safety Strategies	10,000.00	0.00
DE-2021-01-00-00	20.600	Implementation of a Driver Improvement School	71,333.55	0.00
DE-2021-02-00-00	20.600	Novice Driver Statewide Program Support	225,000.00	202,185.26
		Subtotal CFDA #20.600 (\$402)	12,155,215.48	9,475,807.93
M2HVE-2021-01-00-00	20.616	PA State Police - Occupant Protection Enf. & Edu. Program (Task 4)	1,450,000.00	1,052,029.42
		Subtotal CFDA #20.616 (\$405b)	1,450,000.00	1,052,029.42
M3DA-2021-01-00-04	20.616	Statewide Traffic Records Program Support	1,085,000.00	1,035,073.15
M3DA-2021-02-00-00	20.616	Crash Architecture & Public/Partner Data Interface	635,000.00	467,218.41
M3DA-2021-04-00-00	20.616	Crash Case Backlog	150,000.00	149,687.09
M3DA-2021-05-00-00	20.616	Implementation of Local Roads to PennDOT's Databases	129,759.54	129,719.54
M3DA-2021-06-00-00	20.616	PA State Police - Bar Code Scanners (Task 8)	21,000.00	20,160.00
		Subtotal CFDA #20.616 (\$405c)	2,020,759.54	1,801,858.19
M5HVE-2021-01-00-00	20.616	PA State Police - DUI Enforcement Program (Task 1)	2,100,000.00	1,774,089.33
M5HVE-2021-02-00-02	20.616	PTS-G-2021-Bucks-00002	112,490.00	61,823.56
M5HVE-2021-02-00-04	20.616	PTS-G-2021-Lower Merion-00004	20,437.56	20,334.52
M5HVE-2021-02-00-05	20.616	PTS-G-2021-Butler-00005	30,894.00	25,626.39
M5HVE-2021-02-00-06	20.616	PTS-G-2021-Latrobe-00006	38,327.76	29,201.36
M5HVE-2021-02-00-07	20.616	PTS-G-2021-Plum-00007	53,453.20	43,961.60
M5HVE-2021-02-00-08	20.616	PTS-G-2021-West Deer-00008	47,677.24	40,014.30
M5HVE-2021-02-00-09	20.616	PTS-G-2021-Bethlehem City-00009	33,743.54	31,722.44
M5HVE-2021-02-00-10	20.616	PTS-G-2021-Pottstown-00010	44,962.64	37,101.48
M5HVE-2021-02-00-11	20.616	PTS-G-2021-Washington Township-00011	14,209.58	13,660.76
M5HVE-2021-02-00-12	20.616	PTS-G-2021-Cumberland-00012	48,350.00	18,676.71
M5HVE-2021-02-00-13	20.616	PTS-G-2021-Cambria-00013	39,425.00	30,408.92
M5HVE-2021-02-00-14	20.616	PTS-G-2021-Baldwin-00014	52,762.00	32,284.75
M5HVE-2021-02-00-15	20.616	PTS-G-2021-Bethlehem Township-00015	22,566.00	7,632.96
M5HVE-2021-02-00-16	20.616	PTS-G-2021-Blair -00016	35,215.50	29,071.81
M5HVE-2021-02-00-17	20.616	PTS-G-2021-Ferguson Twp-00017	22,784.00	21,830.17
M5HVE-2021-02-00-18	20.616	PTS-G-2021-Old Lycoming Twp-00018	20,261.00	19,785.97
M5HVE-2021-02-00-19	20.616	PTS-G-2021-Lebanon-00019	30,655.00	11,989.93
M5HVE-2021-02-00-20	20.616	PTS-G-2021-Cambridge Springs-00020	4,050.00	3,960.00
M5HVE-2021-02-00-21	20.616	PTS-G-2021-Mifflin-00021	14,876.00	7,635.95
M5HVE-2021-02-00-22	20.616	PTS-G-2021-Lawrence Township-00022	9,732.63	6,789.72
M5HVE-2021-02-00-23	20.616	PTS-G-2021-Haverford-00023	26,956.00	24,399.90
M5HVE-2021-02-00-24	20.616	PTS-G-2021-Venango-00024	6,288.48	2,634.44
M5HVE-2021-02-00-25	20.616	PTS-G-2021-Mt. Lebanon Twp-00025	30,341.92	30,269.21
M5HVE-2021-02-00-26	20.616	PTS-G-2021-MoonTownship-00026	36,620.00	36,502.57
M5HVE-2021-02-00-27	20.616	PTS-G-2021-Indiana-00027	4,651.93	3,648.95
M5HVE-2021-02-00-28	20.616	PTS-G-2021-Erie-00028	60,210.45	47,915.41



Program Area	CFDA	Program Description	Obligated	
			Funds	Expended Funds
M5HVE-2021-02-00-29	20.616	PTS-G-2021-LowerSaucon-00029	6,256.27	956.33
M5HVE-2021-02-00-30	20.616	PTS-G-2021-Lehigh-00030	35,140.00	31,126.31
M5HVE-2021-02-00-31	20.616	PTS-G-2021-Hatfield-00031	37,054.40	21,945.81
M5HVE-2021-02-00-32	20.616	PTS-G-2021-Gilpin-00032	7,622.75	6,218.02
M5HVE-2021-02-00-34	20.616	PTS-G-2021-Lackawanna-00034	75,933.42	45,130.97
M5HVE-2021-02-00-35	20.616	PTS-G-2021-Hermitage-00035	40,930.00	28,459.22
M5HVE-2021-02-00-36	20.616	PTS-G-2021-Luzerne-00036	107,254.81	79,202.68
M5HVE-2021-02-00-37	20.616	PTS-G-2021-Philadelphia*-00037	214,999.60	194,653.83
M5HVE-2021-02-00-38	20.616	PTS-G-2021-23426-00038 (Upland Boro)	36,944.83	33,765.31
M5HVE-2021-02-00-39	20.616	PTS-G-2021-York-00039	298,810.73	225,115.54
M5HVE-2021-02-00-40	20.616	PTS-G-2021-61204-00040 (Conewango Twp)	17,834.96	16,015.22
M5HVE-2021-02-00-41	20.616	PTS-G-2021-64431-00041 (Vandergrift Boro)	33,858.80	30,594.23
M5HVE-2021-02-00-42	20.616	PTS-G-2021-West Norriton-00042	48,578.52	19,242.76
M5HVE-2021-02-00-43	20.616	PTS-G-2021-Hopewell-00043	36,446.73	32,669.20
M5HVE-2021-02-00-44	20.616	PTS-G-2021-S Whitehall-00044	86,309.42	41,776.27
M5HVE-2021-02-00-45	20.616	PTS-G-2021-Pittsburgh-00045	71,338.60	35,561.56
M5HVE-2021-02-00-46	20.616	PTS-G-2021-Towanda Boro-00046	9,275.51	3,729.45
M5HVE-2021-02-00-48	20.616	PTS-G-2021-North Strabane-00048	42,722.80	33,929.56
M5HVE-2021-02-00-49	20.616	PTS-G-2021-Upper Darby-00049	30,454.93	1,561.00
M5CS-2021-01-00-00	20.616	DUI Courts	75,000.00	0.00
M5TR-2021-01-00-00	20.616	Institute for Law Enforcement Education	605,000.00	450,761.41
M5TR-2021-02-00-00	20.616	Statewide DUI Program Coordination	1,111,773.03	1,015,597.91
M5TR-2021-03-00-00	20.616	Traffic Safety Resource Prosecutor	199,999.35	149,416.31
M5TR-2021-04-00-00	20.616	Judicial Outreach Liaison	55,986.46	50,662.88
		Subtotal CFDA #20.616 (\$405d)	6,247,467.35	4,961,064.89
M9MA-2021-01-00-00	20.616	Motorcycle Safety Initiatives	84,128.09	84,128.06
M11MA-2021-01-00-00	20.616	Motorcycle Safety Initiatives	265,871.91	160,859.41
		Subtotal CFDA #20.616 (\$405f)	350,000.00	244,987.47
FHLE-2021-01-18-00	20.616	PA State Police - Nonmotorized HVE (Task 6)	650,000.00	522,947.16
FHLE-2021-02-00-01	20.616	PTS-G-2021-Northumberland-00001	30,309.12	28,161.04
FHLE-2021-02-00-02	20.616	PTS-G-2021-Bucks-00002	13,300.00	1,276.08
FHLE-2021-02-00-03	20.616	PTS-G-2021-Chester-00003	7,757.49	2,460.61
FHLE-2021-02-00-04	20.616	PTS-G-2021-Lower Merion-00004	4,898.14	4,874.96
FHLE-2021-02-00-05	20.616	PTS-G-2021-Butler-00005	1,535.00	1,412.88
FHLE-2021-02-00-06	20.616	PTS-G-2021-Latrobe-00006	3,004.18	328.10
FHLE-2021-02-00-07	20.616	PTS-G-2021-Plum-00007	2,906.60	2,119.70
FHLE-2021-02-00-08	20.616	PTS-G-2021-West Deer-00008	2,193.36	2,006.72
FHLE-2021-02-00-09	20.616	PTS-G-2021-Bethlehem City-00009	5,556.42	5,482.70
FHLE-2021-02-00-10	20.616	PTS-G-2021-Pottstown-00010	3,905.88	3,778.66
FHLE-2021-02-00-11	20.616	PTS-G-2021-Washington Township-00011	2,582.65	1,077.51
FHLE-2021-02-00-12	20.616	PTS-G-2021-Cumberland-00012	4,184.00	3,209.91
FHLE-2021-02-00-13	20.616	PTS-G-2021-Cambria-00013	1,920.00	1,911.60
FHLE-2021-02-00-14	20.616	PTS-G-2021-Baldwin-00014	4,578.50	0.00
FHLE-2021-02-00-15	20.616	PTS-G-2021-Bethlehem Township-00015	3,090.70	0.00
FHLE-2021-02-00-16	20.616	PTS-G-2021-Blair -00016	3,770.08	2,103.01
FHLE-2021-02-00-17	20.616	PTS-G-2021-Ferguson Twp-00017	4,431.00	4,295.01
FHLE-2021-02-00-18	20.616	PTS-G-2021-Old Lycoming Twp-00018	2,374.90	498.57
FHLE-2021-02-00-19	20.616	PTS-G-2021-Lebanon-00019	3,495.00	1,591.38
FHLE-2021-02-00-20	20.616	PTS-G-2021-Cambridge Springs-00020	135.00	135.00
FHLE-2021-02-00-21	20.616	PTS-G-2021-Mifflin-00021	538.00	0.00
FHLE-2021-02-00-22	20.616	PTS-G-2021-Lawrence Township-00022	791.70	0.00



Program Area	CFDA	Program Description	Obligated	
			Funds	Expended Funds
FHLE-2021-02-00-23	20.616	PTS-G-2021-Haverford-00023	3,741.90	3,282.41
FHLE-2021-02-00-24	20.616	PTS-G-2021-Venango-00024	1,039.00	137.32
FHLE-2021-02-00-25	20.616	PTS-G-2021-Mt. Lebanon Twp-00025	3,656.62	3,653.05
FHLE-2021-02-00-26	20.616	PTS-G-2021-MoonTownship-00026	2,520.00	2,415.80
FHLE-2021-02-00-27	20.616	PTS-G-2021-Indiana-00027	682.77	615.35
FHLE-2021-02-00-28	20.616	PTS-G-2021-Erie-00028	9,885.34	7,574.19
FHLE-2021-02-00-29	20.616	PTS-G-2021-LowerSaucon-00029	441.29	0.00
FHLE-2021-02-00-30	20.616	PTS-G-2021-Lehigh-00030	2,078.00	2,062.50
FHLE-2021-02-00-31	20.616	PTS-G-2021-Hatfield-00031	3,124.36	1,636.88
FHLE-2021-02-00-32	20.616	PTS-G-2021-Gilpin-00032	769.70	413.25
FHLE-2021-02-00-33	20.616	PTS-G-2021-MontgomeryTownship-00033	2,520.00	2,157.99
FHLE-2021-02-00-34	20.616	PTS-G-2021-Lackawanna-00034	11,933.65	4,807.56
FHLE-2021-02-00-35	20.616	PTS-G-2021-Hermitage-00035	3,355.00	1,726.90
FHLE-2021-02-00-36	20.616	PTS-G-2021-Luzerne-00036	7,439.42	3,697.23
FHLE-2021-02-00-37	20.616	PTS-G-2021-Philadelphia*-00037	216,171.31	189,104.78
FHLE-2021-02-00-38	20.616	PTS-G-2021-23426-00038 (Upland Boro)	6,976.14	5,000.27
FHLE-2021-02-00-39	20.616	PTS-G-2021-York-00039	30,122.73	17,805.97
FHLE-2021-02-00-40	20.616	PTS-G-2021-61204-00040 (Conewango Twp)	1,335.86	900.41
FHLE-2021-02-00-41	20.616	PTS-G-2021-64431-00041 (Vandergrift Boro)	1,152.00	692.02
FHLE-2021-02-00-42	20.616	PTS-G-2021-West Norriton-00042	8,074.52	0.00
FHLE-2021-02-00-43	20.616	PTS-G-2021-Hopewell-00043	1,680.00	457.82
FHLE-2021-02-00-44	20.616	PTS-G-2021-S Whitehall-00044	20,631.57	2,736.97
FHLE-2021-02-00-45	20.616	PTS-G-2021-Pittsburgh-00045	15,406.20	4,015.70
FHLE-2021-02-00-46	20.616	PTS-G-2021-Towanda Boro-00046	673.71	555.60
FHLE-2021-02-00-47	20.616	PTS-G-2021-Abington*-00047	7,898.00	5,048.94
FHLE-2021-02-00-48	20.616	PTS-G-2021-North Strabane-00048	2,100.44	1,621.84
FHLE-2021-02-00-49	20.616	PTS-G-2021-Upper Darby-00049	10,626.00	0.00
FHLE-2021-02-00-50	20.616	PTS-G-2021-Dauphin-00050	10,568.50	29.76
FHPE-2021-01-18-00	20.616	Nonmotorized HVE Campaign Support	150,000.00	0.00
Subtotal CFDA #20.616 (\$405h)			1,293,861.75	851,821.11
TOTAL NHTSA			23,517,304.12	18,387,569.01

