



Pennsylvania Annual Report FFY 2013

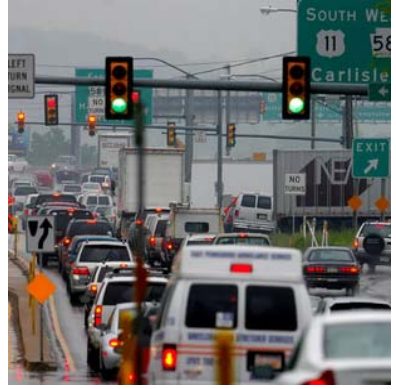


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EXECUTIVE SUMMARY

The Highway Safety Annual Report for Federal Fiscal Year (FY) 2013 (October 1, 2012 – September 30, 2013) documents the use of federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Programs), 405 (Occupant Protection Incentive Grants), 408 (State Traffic Safety Information System Improvement Grants), 410 (Alcohol-Impaired Driving Countermeasures), 2010 (Motorcyclist Safety Programs), and 2011 (Child Passenger Safety) of SAFETEA-LU. FFY 2013 programs were also funded through the newly-passed MAP-21 legislation, specifically section 402 and section 405 b, c, d, and f.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, roadway safety, crash records systems improvements, pedestrian safety, community traffic safety projects, older driver safety programs, young driver safety programs, motorcycle safety programs, and school bus safety programs. The Highway Safety Office continues to manage a partnership with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Low Cost Safety Improvement Program (LCSIP).

This report provides the status of each program goal and performance measurement identified in the FY 2013 Highway Safety Plan. For FY 2013, seven major goals were identified*. PennDOT reports the following based on the available 2012 data:

- **Four goals were met**
- **Three goals were not met**

**Please see the table of the Statewide Goals and Results (page 5) for more detail.*

PennDOT is confident the funded activities and projects greatly contributed to the achievement of goals met and the overall successes of the Commonwealth's highway safety program. It is important to note that goals and progress were tracked using Pennsylvania state data and measures for this report with the exception of the NHTSA Core Performance Measures found on page 61. The Fatality Analysis Reporting System data for FY 2012 had yet to be completed during the composition of this report.

STATEWIDE GOALS AND RESULTS

Seven Vital Safety Focus Areas (SFAs) were identified in the Strategic Highway Safety Plan for Pennsylvania. These are the seven areas that offer the highest potential for lives saved and the possibility of reaching our fatality reduction goals. The goals and results listed below are based on FARS and Pennsylvania State data:

Goal	Result
Reduce the 5-year average of speeding fatalities from 286 in 2011 to 282 in 2012.	Goal met: The 5-year average of speeding fatalities in 2012 was 261.
Reduce the 5-year average of alcohol-related fatalities from 474 in 2011 to 473 in 2012, and 461 in 2012.	Goal met: The 5-year average of alcohol-related fatalities was 449 in 2012.
Increase the 5-year average seat belt usage rate from 83.82% in 2011 to 87.08% in 2012 and 87.42% in 2013.	Goal not met: The 5-year average seat belt usage rate was 83.51% in 2012.
Reduce the 5-year average of local road fatalities from 229 in 2011 to 228 in 2012, and 222 in 2013.	Goal met: The 5-year average of local road fatalities was 214 in 2012.
Complete all 2012 year crash data by April 2013.	Goal met: All 2012 crash data were completed by April 2013.
Reduce the 5-year average of motorcycle fatalities from 217 in 2011 to 205 in 2012, and 199 in 2013.	Goal not met: The 5-year average of motorcycle fatalities was 214 in 2012.
Reduce the 5-year average of mature driver related fatalities from 263 in 2011 to 251 in 2012, and 245 in 2013.	Goal not met: The 5-year average of mature driver fatalities was 264 in 2012.

PROGRAM FUNDING

I. FEDERAL GRANT FUNDING

SECTION 402 PROGRAM (State and Community Highway Safety Grant Program)

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

BOMO awarded 29 grants in FY 2013 totaling \$8,730,936.35 under this program.

\$7,556,850.66 of committed Section 402 funds (87%) has been spent during the fiscal year.

SECTION 405/405b PROGRAM (Occupant Protection Incentive Grants)

Section 405/405b 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 2 grants in FY 2013 totaling \$1,540,718.85 (\$458,435.62 §405; \$1,082,283.23 §405b) under this program.

\$1,540,718.85 (\$458,435.62 §405; \$1,082,283.23 §405b) of committed Section 405/405b funds (100%) has been spent during the fiscal year.

SECTION 408/405c PROGRAM (State Traffic Safety Information System Improvement Grants)

Section 408/405c provides incentive grants to encourage States to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users.

BOMO awarded 3 grants in FY 2013 totaling \$1,167,732.19 (\$1,167,732.19 §408; \$0.00 §405c) under this program.

\$897,636.00 of committed Section 408 funds (77%) has been spent during the fiscal year.

SECTION 410/405d PROGRAM (Alcohol-Impaired Driving Countermeasures)

Section 410/405d 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 55 grants in FY 2013 totaling \$5,902,462.96 (\$2,039,618.90 §410; \$3,862,844.06 §405d) under this program.

\$5,478,349.36 (\$2,039,618.90 §410; \$3,438,730.46 §405d) of committed Section 410/405d funds (93%) have been spent during the fiscal year.

SECTION 2010/405f PROGRAM (Motorcyclist Safety Programs)

Section 2010/405f provides incentive grants to States for motorcyclist safety training and motorcyclist awareness programs.

BOMO awarded 1 grant in FY 2013 totaling \$307,650.00 (\$187,316.24 §2010; \$120,333.76 §405f) under this program.

\$267,527.01 (\$187,316.24 §2010; \$80,210.77 §405f) (87%) of committed Section 2010/405f funds have been spent during the fiscal year.

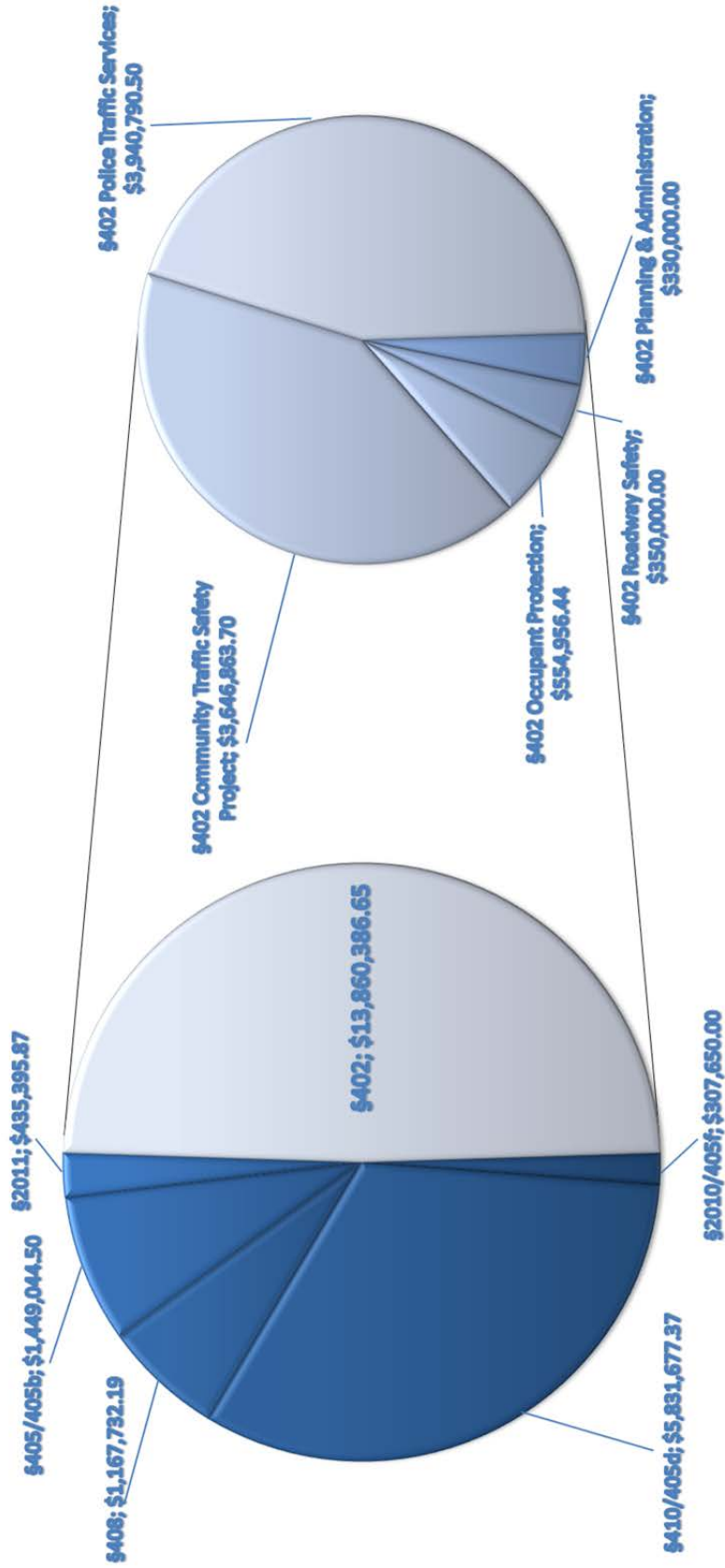
SECTION 2011 PROGRAM (Child Passenger Safety Programs)

Section 2011 provides incentive grants to States for child passenger safety programs.

BOMO awarded 1 grant in FY 2013 totaling \$435,395.87 under this program.

\$435,395.87 (100%) of committed Section 2011 funds have been spent during the fiscal year.

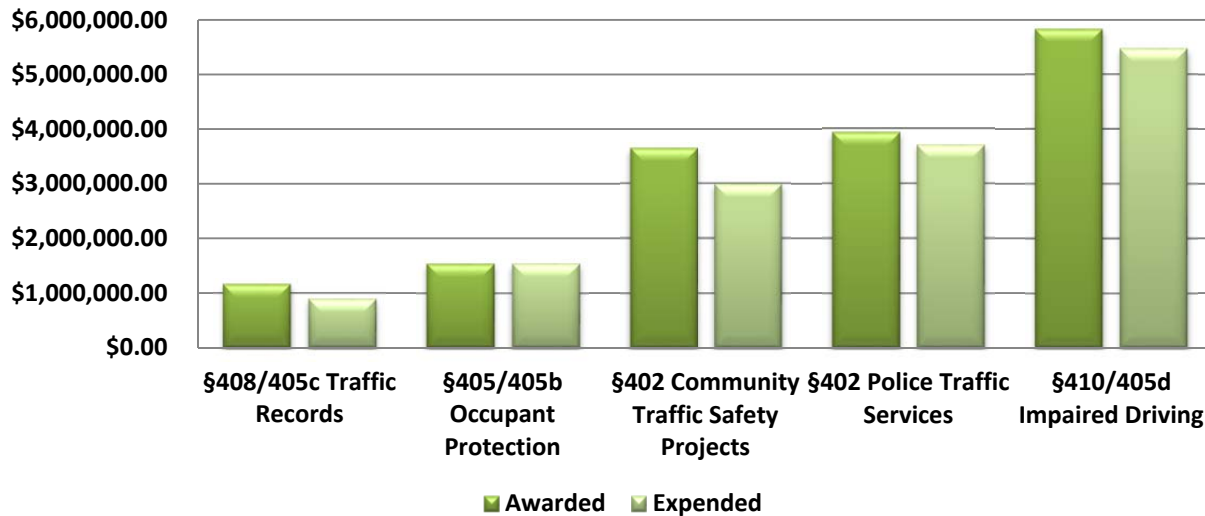
FFY2013 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS AWARDED - \$402 Breakdown



FFY2013 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES (≤\$1,000,000)



FFY2013 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES (>\$1,000,000)



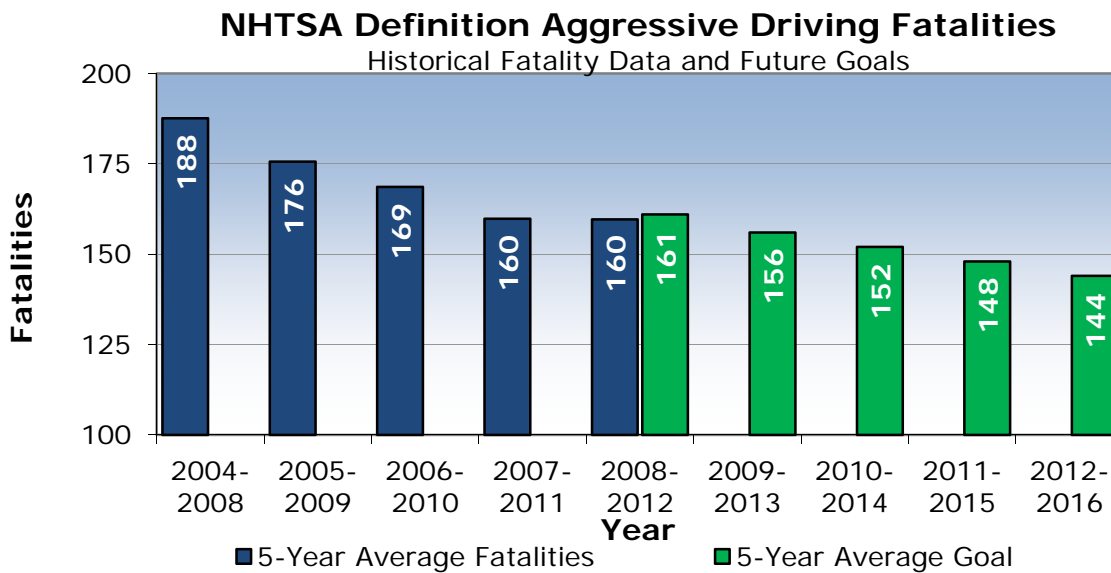
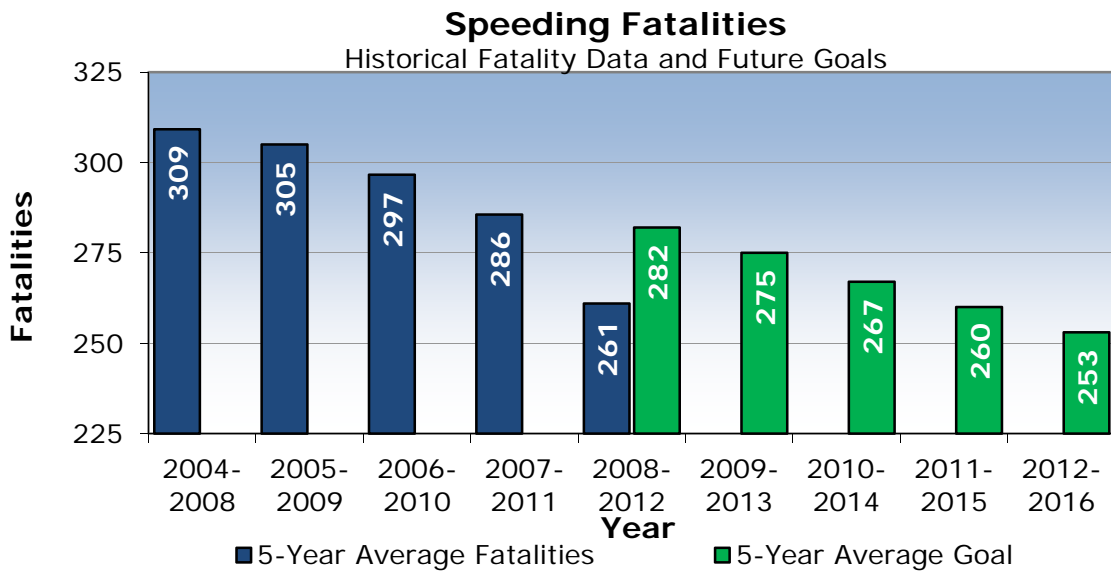
POLICE TRAFFIC SERVICES

Goal: Pennsylvania's goal is to reduce the 5-year average of speeding fatalities from 286 in 2011 to 282 in 2012

Result: The 5-year average of speeding fatalities was 261 in 2012. **Goal met.**

Goal: Pennsylvania's goal is to reduce the 5-year average of aggressive driving fatalities to 161 on 2012.

Result: The 5-year average of aggressive driving fatalities was 160 in 2012. **Goal met.**



SAFETY MEASUREMENTS	RESULTS
Maintain 87 Fitting Stations at each Pennsylvania State Police station throughout the commonwealth.	The State Police maintained 78 fitting stations throughout the state in FY 2013. The State Police continue outreach to certify more technicians in low-service areas and expand the number of fitting stations statewide.
Perform Child Safety Seat Checks at fitting stations and as needed.	In FY 2013, 27 State Police officers were certified as Child Passenger Safety Technicians and 95 were re-certified. There are approximately 269 active Child Passenger Safety Technicians in the State Police ranks.
Perform over 6,000 hours of overtime enforcement during the appropriate Aggressive Driving Initiative Waves.	The State Police dedicated 9,268 hours of overtime and 19,267 hours of regular time enforcement towards the Aggressive Driving Initiative Waves.
Perform 4 SFST Classes for Trooper Personnel.	Only three classes were completed this year for State Police personnel. In these three classes 235 troopers received training.
125 Troopers within Grant Program to be trained in SFST. 15 Troopers will be certified as Drug Recognition Experts (DRE).	There were 235 new State Police officers trained in SFST and 9 officers certified as DREs
Collect and analyze data from 31 types of citations/and arrests, focus area related, stemming from overtime enforcement from all PSP Traffic Safety Initiatives.	In FY2013, 38 separate citation/arrest types were tracked for aggressive driving enforcement and 19 were tracked for impaired driving enforcement. Other citation/arrest data is available upon request. The data is used for various state and federal reporting purposes throughout the fiscal year.
Make 2 contacts per hour during daily 8 hour overtime enforcement shifts. Make 16 contacts per day and at least 5,840 contacts per year.	The grant provided for 160 different roving patrols to occur on the Boulevard. In these 160 details over 998 citations were written.
Provide a perception of continuous enforcement on 355 corridors over three waves.	There were 357 municipal police agencies and all State Police Troops participating in aggressive driving enforcement. The agencies provided enforcement on 402 corridors over three waves.

<p>Achieve a 10% aggressive driving crash reduction, from the prior three year crash average, on the specified corridors.</p>	<p>There was a 28% increase in NHTSA defined aggressive driving crashes on the corridors. Over the past three years (2009-2011), there was an average of 1,480 aggressive driving crashes per year. In 2012, there were 1,898 crashes on the same corridors. This increase can be attributed to better reporting amongst the participating departments and an overall statewide increase in NHTSA defined aggressive driving crashes in 2012.</p>
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I. PA STATE POLICE TRAFFIC SAFETY INITIATIVE (PT-2013-01-00-00)

PennDOT continued to provide funding for the Pennsylvania State Police to conduct enforcement programs and training.

- *Aggressive Driving Enforcement and Education*

Every State Police troop participated in Pennsylvania’s Aggressive Driving Enforcement and Education Project. The PSP scheduled and coordinated earned media events and attended regional road selection planning meetings. Data driven enforcement was used on the 402 high aggressive driving crash corridors to target aggressive drivers and reduce fatalities. The State Police assisted in joint operations with local police departments; especially with those that need the use of radar (local police can’t use radar in Pennsylvania). See further description of the program under Local Police – Aggressive Driving Enforcement and Education Project (PT-2013-03-00-00).

- *Corridor Safety*

In August of 2004, the Highway Safety Office met with the PennDOT legal department to finalize policy to implement a Highway Safety Corridor pilot study in Pennsylvania. According to Act 229, the Department is authorized to declare a section of highway a “Highway Safety Corridor” in which fines for moving violations will be doubled. Locations were determined from both crash history and the possibility of local PSP Troop cooperation for increased visible enforcement. Any road that has a crash rate at least 1.5 times the homogenous crash rate can be considered for Highway Safety Corridor designation. Despite a recent rise, there has been an overall decline in the number of crashes on these safety corridors. More attention to these roadways has resulted in better crash reporting. By maintaining highly visible levels of State Police enforcement we are on the path to significantly reducing crashes on these roadways.

CRASHES PER YEAR ON "FINES DOUBLED" HIGHWAY SAFETY CORRIDORS
(FIRST YEAR OF CORRIDOR DESIGNATION IN PARENTHESIS)

	2006	2007	2008	2009	2010	2011	2012
US 119 Westmoreland Co (2004)	30	25	9	14	14	21	17
US 30 Westmoreland Co (2004)	44	36	41	35	43	40	50
I-81 Scranton Area (2004)	56	53	47	59	56	49	62
I-81 Capital Beltway (2004)	135	143	166	147	159	153	171
I-81 Carlisle Area (2004)	25	40	28	25	21	38	25
I-80 Monroe Co (2004)	93	90	69	70	82	124	111
US 220 Lycoming Co (2006)	17	21	23	25	28	36	24
SR 100 Chester Co (2007)	126	76	64	63	56	72	68
US 1 Philadelphia (2007)	218	214	198	225	266	261	260
I-81 Wilkes-Barre (2008)	80	88	73	85	74	74	94
US 30 Somerset Co (2008)	28	16	20	19	17	24	19
SR 4006 Fayette Co (2011)	4	6	12	3	6	9	6
Total	851	805	747	763	815	896	907

- *Special Traffic Enforcement Programs (STEP)*

PennDOT continues to provide funding to the Pennsylvania State Police to conduct Special Traffic Enforcement Programs (STEP) on interstates as well as non-interstate highways. Special traffic enforcement programs target specific areas that have a high incidence of traffic crashes and fatalities. Enforcement locations and times are selected based upon analysis of crash data, traffic volume, frequency of traffic violations, traffic conditions, and includes consideration of geographic and temporal factors. During FFY 2013, the State Police wrote over 151,313 traffic citations through the STEP Program.

- *Operation Maximum Effort*

This task provides a highly visible and aggressive speed enforcement effort to obtain voluntary compliance with the Commonwealth's posted speed limits and rules of the road. Operation Maximum Effort is a large one time per year effort that usually occurs during the third quarter (April-June) over the course of a weekend. An additional objective of this operation is to disrupt illicit activity and in-transit criminals who utilize the highways of Pennsylvania to facilitate illegal activity.

II. ROOSEVELT BOULEVARD PROJECT (PT-2013-02-00-00)

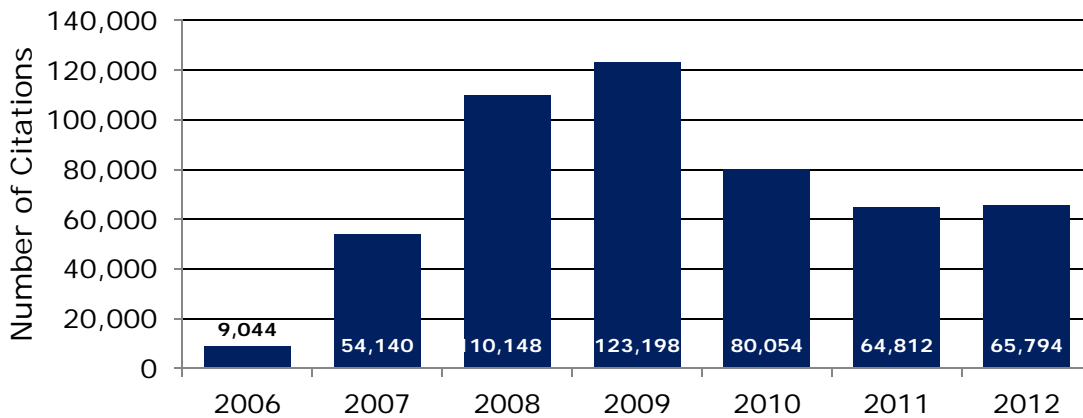
PennDOT continued to fund and support the Philadelphia City Roosevelt Boulevard speed enforcement project. These grant funds pay for overtime enforcement on the 12.5 mile corridor. The Boulevard is also one of the twelve designated Highway Safety Corridors and the only corridor that receives primarily municipal enforcement as opposed to State Police enforcement. It's essentially a high speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. This roadway design possesses many crash problems. Philadelphia Police wrote 998 citations to curb dangerous driving behavior on the road in Fiscal Year 2013.

	2007	2008	2009	2010	2011	2012	Total
Roosevelt Boulevard Traffic Fatalities	9	3	2	2	6	1	23

III. LOCAL POLICE – AGGRESSIVE DRIVING ENFORCEMENT AND EDUCATION PROJECT (PT-2013-03-00-00)

The goal of the project is to reduce the number of aggressive driving crashes, injuries, and deaths through a coordinated and singularly focused aggressive driving enforcement and public awareness initiative. In selecting corridors and police departments for enforcement, PennDOT examined aggressive driving crashes over the length of a road segment. During the pilot effort in 2006, any road segment (1/3 to 1/2 mile in length) in the state with 30 or more aggressive driving crashes over the previous five years was considered for enforcement. Using total aggressive driving crashes in that range ensures that officers would be in the presence of more aggressive drivers. The impact and reach of the program has grown greatly since FY 2006. In FY 2013 aggressive driving enforcement was conducted on 402 corridors as opposed to the 29 corridors enforced in FY 2006.

Speeding Citations from Aggressive Driving Enforcement Operations (State Data)



In FY 2013, a total of 357 municipal police agencies and all State Police Troops participated in enforcement activities. The North Central Highway Safety Network, through a grant agreement with the Pennsylvania Department of Transportation, established a contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. The PA Aggressive Driving website (<http://www.patrafficsafety.org/>) is used for law enforcement reimbursement and data submission. It is also a valuable resource for up-to-date information for enforcement wave planning.

The program is structured in “waves”, three of which occurred during the 2013 fiscal year. Each wave includes targeted media and enforcement activities crafted to maximize the effects on aggressive driving behavior. Press events and special activities occurred as part of each enforcement wave. The Pennsylvania State Police, Municipal Police, Community Traffic Safety Project Coordinators, District Safety Press Officers, and other highway safety partners all participate. All eleven District Safety Press Officers coordinated at least one press conference.

In addition to wave enforcement, 59 municipal departments were approved to conduct special aggressive driving enforcement details. The local departments were able to address local aggressive driving issues in locations that aren’t enforced during the larger coordinated waves. The 59 departments had the ability to select enforcement times best suited to address their unique problem.

Program Summary

6 Aggressive Driving Regions were identified they include:

- **Region 1:** Bucks, Chester, Delaware, Montgomery, Philadelphia
- **Region 2:** Adam, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, York

Region 3: Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill

Region 4: Bradford, Columbia, Lackawanna, Luzerne, Lycoming, Montour, Northumberland, Pike, Snyder, Sullivan, Susquehanna, Tioga, Union, Wayne, Wyoming

Region 5: Bedford, Blair, Cambria, Cameron, Centre, Clearfield, Clinton, Crawford, Erie, Elk, Forest, Fulton, Huntington, McKean, Mercer, Mifflin, Somerset, Venango, Warren

Region 6: Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Jefferson, Lawrence, Washington, Westmoreland

- 177,746 (146,026 in FY 2012) citations were written
- 45,561 enforcement funded hours and 31,422 in-kind enforcement hours
- 2.59 contacts per enforcement hour

For the past eight years, the Pennsylvania Department of Transportation has been very involved in the Aggressive Driving Program. It is anticipated that the extra enforcement coupled with intensive media coverage generated through the program will lead to greater public awareness, more responsible driving practices, and ultimately fewer crashes and fatalities. The Aggressive Driving program is data-driven, and the highway safety staff worked to compile and organize the information to make it compatible with the goals of the program. Many local and state-wide meetings/conferences were organized and conducted with the purpose of sharing program expectations. It is hoped that a greater fatality reduction will occur in FY 2013 (when data becomes available) and into FY 2014 as our programs continue to expand.

IV. TRAINING IN THE POLICE COMMUNITY (PT-2013-04-00-00; K8-2013-04-00-00; M5TR-2013-01-00-00)

Funding for police training continues to be provided to the Institute for Law Enforcement Education (ILEE) program within the Department of Education. ILEE is a recognized leader in law enforcement training. The primary focus of their training is chemical breath test administration and other impaired driving skills such as standardized field sobriety testing, drug recognition, vehicle search and seizure, and juvenile DUI. In order for PennDOT to successfully implement its highway safety enforcement initiatives, law enforcement must be properly trained in these strategies. The impaired driving enforcement grantees are required to use properly trained Standard Field Sobriety Test (SFST) officers in the checkpoint testing areas as well as in the motorist contact area of checkpoints. ILEE serves as the means for officers to receive this specialized training.

In addition, ILEE is a major provider of advanced training for municipal police in specialized areas like collision investigation, drug interdiction, and areas of court testimony related to traffic

law enforcement. During FY 2013, over 5,000 law enforcement personnel received training in more than 230 courses and workshops.

V. SUMMARY

Law enforcement agencies in Pennsylvania are provided overtime enforcement funding through grants with PennDOT to implement proven and cost-effective traffic safety enforcement strategies. These strategies address speeding and aggressive driving by providing statewide, as well as local, enforcement in specific problem areas. This enforcement coupled with educational and public awareness efforts have contributed to lower fatality numbers in speeding and aggressive driving crashes statewide. All officers going on overtime enforcement patrols are required to make two contacts per hour for every hour on duty. In FY 2013, a pace of 2.59 contacts per enforcement hour was maintained for all speeding and aggressive driving related special police details. In addition to speeding and aggressive driving citations, many seatbelt citations, and DUI arrests result from these details. Ensuring the officers have access to and are provided with quality training opportunities is also very important to the success of the program. Both the aggressive driving fatality and speeding fatality reduction goals were obtained for the second year in a row. Pennsylvania is currently on the pace for which the speeding related and aggressive driving fatality reduction would need to remain if overall state-wide fatalities were to cut in half by 2030.

IMPAIRED DRIVING

Goal: Pennsylvania’s goal is to reduce the 5-year average of DUI related fatalities (any positive BAC) from 474 in 2011 to 473 in 2012 and 461 in 2013.

*Result: The 5-year average of DUI related fatalities was 449 in 2012. **Goal met***



SAFETY MEASUREMENTS	RESULT
Conduct 650 sobriety checkpoints, 1,500 roving patrols, and 100 Cops in Shops operations by September 30, 2013.	Grantees conducted 448 sobriety checkpoints, 2,401 roving patrols, and 63 cops in shops operations in FY 2013. Manpower and weather issues caused more roving patrols to be scheduled in lieu of checkpoints. However, high visibility enforcement was still conducted during mobilizations and crackdowns.
Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2013.	17 police officers became DRE certified and 20 ARIDE courses were conducted in FY 2013. The newly certified DREs contributed directly to the 1,764 DRE evaluations conducted in FY 2013.

Fund five (5) DUI Courts through September 30, 2013.	Four (4) DUI courts projects received funding in FY 2013.
Perform 40 SFST related trainings by September 30, 2013.	49 SFST related trainings were conducted in FY 2013.
Hold 40 breath test related trainings by September 30, 2013.	27 breath test related trainings were conducted in FY 2013. The <i>Schildt</i> breath testing case caused a temporary halt to evidentiary breath testing while this case was appealed to the State Superior Court.
Perform 25 sobriety checkpoint related trainings by September 30, 2013.	31 sobriety checkpoint trainings were conducted in FY 2013.
Train 5,000 law enforcement officers in highway safety related disciplines in September 30, 2013.	5,017 officers received training in 232 highway safety training classes in FY 2013.
(Re)Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2013.	125 AHSS instructors and 172 CRN evaluators were (re)certified in FY 2013.

I. HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT (K8-2013-01-00-00; M5HVE-2013-01-00-00)

PA State Police Impaired Driving Enforcement

Each federal fiscal year PennDOT and the PSP enter into agreement for highway safety enforcement initiatives. Activities under Task 1 of this agreement are targeted towards reducing impaired driving. In FY 2013 these activities include DUI enforcement, SFST certification, ARIDE training, and DRE certification. The majority of this grant funding is directed at impaired driving countermeasures including sobriety checkpoints and roving DUI patrols. Through this funding the PSP were able to conduct over 1,500 roving DUI patrols and 165 sobriety checkpoints. These enforcement efforts resulted in nearly 45,000 motorist contacts and 1,852 arrests for DUI.

Over the past several years, including FY 2013, Pennsylvania has experienced an increase in both the number of arrests for driving under the influence of drugs and the number of crashes involving a driver under the influence of drugs other than alcohol. PennDOT in partnership with the PSP have adopted the Drug Evaluation and Classification Program (DEC) in an effort to address this problem. The program focuses on training law enforcement officers on how to recognize when an individual is or has been driving under the influence of drugs other than alcohol and how to identify the type of drug causing the impairment. PennDOT provided PSP

grant funds to conduct a Drug Recognition Expert (DRE) training and certification program in FY 2013.

The tenth DRE school in Pennsylvania was completed during the 2nd quarter of FY 2013. Seventeen new troopers and officers were certified by the International Association of Chiefs of Police (IACP) as Drug Recognition Experts. Pennsylvania now has 116 certified Drug Recognition Experts. Of the 116 certified DREs, 35 are municipal police officers and 81 are state troopers. See the table below for results of DRE evaluations during the past few years. Pennsylvania DREs conduct more evaluations per DRE than any other state. The table below reflects DRE activity by calendar year for the past five years. Please note the numbers for CY 2013 are only up to and including September 30, 2013. It is anticipated that final DRE activity numbers for CY 2013 will be similar to the prior year.

Year	DUI-d Arrests	DRE Evaluations	DRE Certified
CY 2009	10,517	1,118	65
CY 2010	11,808	1,450	78
CY 2011	13,907	1,839	88
CY 2012	14,593	2,257	103
CY 2013	N/A	1,450	116

CY 2013 numbers are up to and including 9/30/2013.

In addition to DRE training, PennDOT also conducted Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The training focuses on recognizing signs of drug induced impairment and the steps to be taken by law enforcement when encountering a drug impaired driver. It also is used to bridge the gap between SFST and DRE. Since 2007, several thousand Pennsylvania law enforcement officers have been trained in ARIDE. Approximately 20 ARIDE trainings were conducted during FY 2013.

Municipal Police Impaired Driving Enforcement
(K8-2013-02-00-00; M5HVE-2013-02-00-00)

In partnership with PennDOT, municipal police continued to sustain a highly visible DUI enforcement presence in Pennsylvania. During FY 2013, forty-nine (49) DUI enforcement grantees (encompassing approximately 600 municipal police departments) were actively engaged in impaired driving enforcement. Sobriety checkpoints, roving patrols, mobile awareness patrols (phantom checkpoints), and cops in shops operations (underage drinking) were all conducted during NHTSA designated impaired driving mobilizations as well as other sustained periods during the year.

DUI enforcement locations were selected based on alcohol-related crash data supplied by PennDOT. Police also use their local arrest data to justify locations and dates/times for DUI enforcement. Below is a table depicting results from NHTSA grant-funded sobriety checkpoints and roving patrols conducted by PSP and municipal police.

Year	Operations	Motorist Contacts	DUI Arrests	Underage Drinking	Other Arrests & Citations	Warnings
FY 2009	2,735	303,128	4,946	1,064	28,716	33,629
FY 2010	2,845	321,074	5,383	1,065	31,520	34,217
FY 2011	2,046	214,016	3,728	794	22,098	22,015
FY 2012	1,841	157,739	2,124	411	14,336	13,638
FY 2013	2,849	188,510	3,960	518	26,939	26,962

Totals from NHTSA grant-funded sobriety checkpoints and roving DUI patrols from PSP and municipal police.

Impaired Driving National Enforcement Crackdown

Pennsylvania once again participated in the National Crackdown on DUI during the Labor Day holiday period of August 16 through September 2, 2013. Our DUI law enforcement grantees were able to conduct 341 enforcement operations during this period. These sobriety checkpoints and roving DUI patrols resulted in 27,350 motorist contacts and 486 arrests for impaired driving. The enforcement was coupled with nationwide advertising of *Drive Sober or Get Pulled Over*. Of particular note, the 115 Pennsylvania DREs were extremely active in impaired driving investigations during the National Crackdown. During this period our DREs were responsible for making 142 DUI arrests, 42 DUI-drug arrests, and conducted 96 drug influence evaluations. The statewide earned media campaign focused on drug impaired driving awareness and enforcement. Enforcement grantees also conducted sobriety checkpoints and roving patrols intensively during other mobilization periods identified on the NHTSA Communications Calendar in FY 2013. In addition to high visibility enforcement during mobilizations, DUI enforcement grantees conducted operations on a sustained basis throughout the year.

II. DUI COURT PROGRAM (K8-2013-03-00-00; M5CS-2013-01-00-00)

Since receiving Section 403 funds in the early 2000's, PennDOT has provided NHTSA grant funds to 11 individual DUI court programs intended to reduce recidivism amongst the hardcore drinking and driver population. Last year there were 27,426 convictions for a DUI offense in Pennsylvania. Of those convictions, over 21 percent or 5,853 were for a third or subsequent DUI offense. These offenders have not responded to the normal sanctions required of a DUI conviction. The DUI court program couples intensive probation and monitoring with appropriate treatment aimed at successfully rehabilitating the repeat DUI offender. In continuing to address the repeat DUI offender problem, PennDOT provided NHTSA grant funds to four county DUI

court programs during FY 2013. Grant funds within this program are primarily dedicated to training DUI court staff and supporting additional probation officers who oversee the DUI offenders in the specialized court. Approximately 100 repeat DUI offenders were offered admission and participated in a NHTSA grant-funded DUI court program during FY 2013. According to the numbers reported by the DUI court programs to PennDOT, over 900 repeat DUI offenders have graduated from a court program. Only 26 cases of DUI recidivism amongst the graduates have been reported. This 2.8% recidivism rate (26 of 900 graduates) is very encouraging and it is safe to say the recidivism rate would be considerably higher if intensive probation and treatment wasn't provided.

III. DUI LAW ENFORCEMENT LIAISONS (K8-2013-05-00-00; M5HVE-2013-03-00-00)

PennDOT and its State Highway Safety Office rely heavily on the services on two law enforcement liaisons that focus all of their activity on impaired driving law enforcement. The LELs act as a link between the PennDOT SHSO and its DUI law enforcement grantees. These LELs visit and review each of the PennDOT enforcement grantees to ensure compliance with regulatory requirements of sobriety checkpoints and to verify that the grant coordinators are using appropriately trained officers during the grant-funded DUI enforcement operations. LELs will also assist the DUI grantees with planning events for major enforcement mobilizations throughout the grant year and conduct SFST and sobriety checkpoint training when necessary. During FY 2013, the LELs were able to either facilitate or instruct 16 SFST trainings and 19 ARIDE trainings. The SHSO staff have trained the LELs on basic grant monitoring practices which enables them to serve the role of grant monitor when the visiting a law enforcement grantee for other purposes. This provides great flexibility to the SHSO staff in monitoring numerous enforcement grants. The most important service offered by the LELs is to act as the point person for highway safety related questions coming from law enforcement. These questions have ranged from proper site selection procedures for sobriety checkpoints to implementation of changes in caselaw affecting DUI law enforcement.

IV. TRAFFIC SAFETY RESOURCE PROSECUTOR (K8-2013-05-00-00; M5HVE-2013-03-00-00)

Similar to the DUI Law Enforcement Liaisons, the Traffic Safety Resource Prosecutor (TSRP) is also funded under contract. The Pennsylvania District Attorney's Association houses the TSRP position and plays a fundamental role by providing access to a network of legal professionals in Pennsylvania. The TSRP serves as a source of contact regarding traffic case law for the legal community and has developed a TSRP Forum and Document Library to answer questions, while referencing past questions for others in the future. The TSRP also presented at and offered multiple classes during FY 2013 for variety of professionals throughout the state, for example, *Protecting Lives Saving Futures*, *DUI Boot Camp*, *Cops in Court*, and *Drug DUI Basics*. One of

the most important services offered by the TSRP is the case law updates. These timely updates have been invaluable for both the police and prosecutor communities. By sharing important recent court decisions the TSRP is able to stakeholders armed with the latest information to battle impaired driving in the courtroom. During FY 2013 the state-sanctioned TSRP was able to deliver 43 trainings to police and prosecutors and distribute caselaw alerts on 26 court cases relating to highway safety.

V. IMPAIRED DRIVING CONTRACT (K8-2013-05-00-00; M5HVE-2013-03-00-00)

The Pennsylvania DUI Association is under a multi-year contract with PennDOT to deliver several tasks relating to impaired driving. The aforementioned tasks covering DUI LELs and the TSRP programs are coupled with task to deliver Vehicle Code mandates which require PennDOT to maintain driver improvement schools for DUI offenders, including (re)certifying the instructors conducting the classes. The driver improvement schools are referred to as the Alcohol Highway Safety Schools (AHSS). Additionally, the Department is tasked with maintaining the Court Reporting Network (CRN) for DUI offenders and (re)certifying the CRN Evaluators. The CRN system is comprised of evaluation tools utilized to determine the DUI offender's impaired driving safety history and the possible need for addiction treatment. The PA DUI Association delivers these tasks under contract. As a result, nearly 300 professionals were (re)certified for both the AHSS and CRN programs. These programs are designed to identify high-risk offenders who might slip through the system and become repeat offenders due to not receiving the proper sanctions and treatment from the original DUI arrest.

VI. JUDICIAL OUTREACH LIAISON (DTNH22-11-G-00020)

In September of 2011, PennDOT was awarded a 30 month grant agreement with NHTSA Headquarters to deliver judicial outreach in Pennsylvania. This agreement required a 50/50 match of state funds. Similar to how the LELs interact with police and the TSRP interacts with prosecutors, the JOL project is dedicated to creating the same highway safety relationship amongst the judiciary. This project has identified a state-sanctioned JOL who is a sitting Court of Common Pleas Judge and possess extensive highway safety knowledge, particularly in the realm of impaired driving. Some of the expected outcomes of this ongoing project are the creation of a bench book for judges who hear impaired driving cases and establishing a best practices document for county court systems which identifies key items for effectively processing DUI offenders through their courts while still identifying and properly sentencing high-risk DUI offenders.

VII. STATEWIDE IMPAIRED DRIVING TASK FORCE

During FY 2013, Pennsylvania was required to establish a statewide impaired driving task force and a subsequent statewide impaired driving plan as a result of the mid-range state classification under MAP-21. On July 1, 2013, the inaugural meeting of the Statewide Task Force on Impaired Driving was held. The Task Force Charter was adopted and Chairperson elected during the meeting. Commissioner Noonan of the Pennsylvania State Police was elected to serve as Chairperson and face of the task force. The membership includes executive-level representation from PennDOT, PSP, PA Commission on Crime & Delinquency, PA Dept of Drug & Alcohol Programs, PA Liquor Control Board, PA Dept of Ed, and the state-sanctioned TSRP and JOL. The initial duty of the task force was to develop and adopt a statewide plan to reduce impaired driving. By the end of August 2013, the task force had submitted its comprehensive statewide plan to reduce impaired driving in Pennsylvania. The task force is treating the plan as a living document which will be modified and enhanced to meet the changing problems faced by partners and stakeholders in their shared goal in reducing impaired driving.

VIII. SUMMARY

Pennsylvania has experienced a continual downward trend in alcohol-related fatalities over the past several years. According to state crash data, there were 402 alcohol-related fatalities in 2012 down from 512 in 2008, a reduction of over 20 percent. The reduction in alcohol-related fatalities was slightly better than the 11 percent decline in overall traffic fatalities during the same period. While still tracking alcohol-related fatalities independently, SHSO staff has started to more closely track and report impaired driving fatalities. In this context impaired driving means under the influence of alcohol or drugs or a combination of both. During the same five-year period impaired driving fatalities declined nearly 23 percent from 601 fatalities in 2008 to 466 in 2012.

An emerging issue in impaired driving has been the rise in drug impaired driving crashes, fatalities, and arrests. In 2004, Pennsylvania began to participate in the drug evaluation and classification program and started to train officers as drug recognition experts. There are now well over 100 officers certified as DREs and DUI-d arrests have gone from 5,500 in 2004 to over 17,000 in 2012. Crashes involving a driver suspected of drug impairment (illicit or licit) have also increased from 2,546 in 2008 to 3,277 in 2012, an increase of almost 30 percent. The increase is most likely due to better trained officers in DUI-d detection from ARIDE and DRE, but this issue still remains a key focus area in reducing impaired driving.

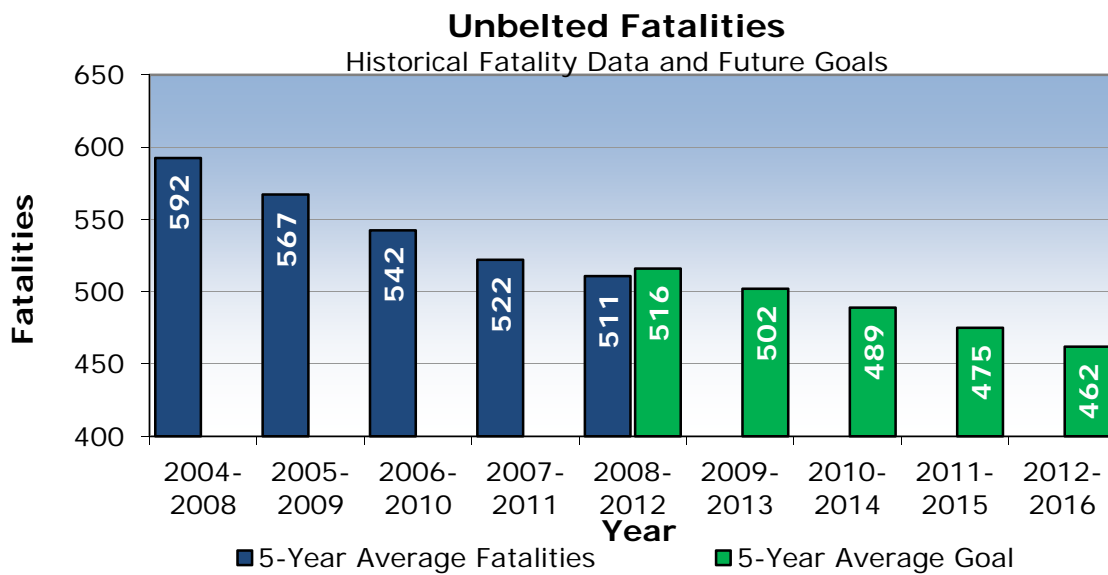
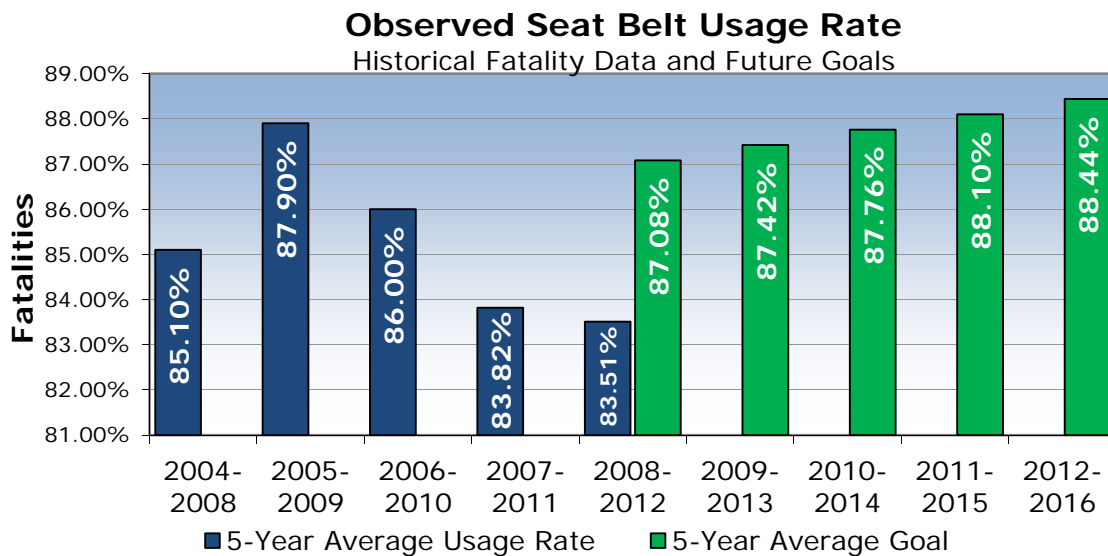
OCCUPANT PROTECTION

Goal: Pennsylvania's goal is to increase the 5-year average seat belt usage rate from 83.82% in 2011 to 87.08% in 2012 and 87.42% in 2013.

Result: The 5-year average observed seatbelt use rate was 83.51% in 2012. Goal not met.

Goal: Pennsylvania's goal is to reduce the 5-year average of unbelted fatalities from 522 in 2011 to 516 in 2012 and 502 in 2013.

Result: The 5-year average of unbelted fatalities was 511 in 2012. Goal met.



SAFETY MEASUREMENTS	OBJECTIVE
Participate in Thanksgiving 2012 and Memorial Day 2013 seat belt enforcement mobilizations (PA State Police). Issue approximately 12k citations during (2) mobilizations for CIOT. All 16 troops of the PA State Police will participate in both mobilizations	PSP issued 189 child passenger restraint citations, 2,128 seat belt citations, and 5,792 total citations and arrests during the two mobilizations.
Conduct one "mini-mobilization" in February 2013 that targets specific low-belt use areas or a target demographic (such as teen drivers) (BUPA). Issue approximately 9,000 citations; conduct at least 200 informational and minicade details combined; and make over 80,000 contacts.	February Teen Mobilization resulted in 83,945 contacts and 1,300 occupant protection citations issued. 205 law enforcement agencies participated in enforcement. 195 informational details were conducted.
Coordinate local police departments in Thanksgiving 2012 and Memorial Day 2013 seat belt enforcement mobilizations with at least one week devoted solely to nighttime belt enforcement (BUPA). Issue over 50,000 total citations. Issue over 5,000 occupant protection citations; and make over 800,000 contacts during both mobilizations. Approximately 600 departments will participate in both mobilizations	Thanksgiving and Memorial Day mobilizations were coordinated through Buckle Up Pa. 590 police departments participated in the mobilizations. 55,535 total citations were issued, including 5,506 occupant protection citations. 241,015 total contacts were made. Nighttime enforcement was included in both mobilizations.
Dedicate one week during both the Thanksgiving and Memorial Day mobilizations solely to nighttime enforcement. (BUPA). Participating departments should conduct at least 50% of funded overtime enforcement hours at night.	Nighttime hours accounted for 63% of enforcement. The significant increase in nighttime enforcement over the past few years is due to enhance agreements with participating PDs.
Increase the number of Traffic Enforcement Zones (TEZ) during scheduled mobilizations. (BUPA). Conduct at least 75 TEZ during each mobilization, 150 total for the fiscal year.	Traffic Enforcement Zones were introduced for the Click It or Ticket mobilization. Visible details including minicades, sign details, and educational details were encouraged. 201 total TEZs were conducted.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2013 Memorial Day Click It or Ticket mobilization using newly re-designed seat belt survey (BUPA)	Statewide seat belt survey was conducted according to plan. Observers were identified and provided training. 180 surveys were completed in 15 counties. Of the 30,597 drivers surveyed, 83.2% were wearing a seat belt. Of 6,404 passengers, 83.7% were properly restrained.

<p>Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2011 and Memorial Day 2012 mobilizations (BUPA)</p>	<p>Mobilization plan was completed on schedule and implemented. CTSPs were provided unbelted crash data by roadway and police department jurisdiction, enforcement opportunities, equipment and materials and training to assist them to increase belt use.</p>
<p>Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization.</p>	<p>Each enforcement mobilization included earned media/public awareness components and had a specific focus. Advertising was targeted toward the male 18-54 demographic. Enforcement messages and media events were coordinated through the PennDOT district safety press officers, Buckle Up PA, and the CTSPs.</p>
<p>Provide data and direction to target the NHTSA Paid Media Buy for Memorial Day Mobilization or other identified campaigns.</p>	<p>Paid Media goals were met.</p>
<p>Train officers to provide educational programs to elementary, middle, and high schools (BUPA). Train 200 new officers in the Survival 101 middle and high school program. Train 50 new officers in the 16 minutes high school program. Train 50 new officers in the Back Is Where It's At elementary program.</p>	<p>49 total officers were trained in school programs. Every LEA in the state was contacted about participating. There was some difficulty identifying officers willing to go through the training and conduct the programs. The Safety Office is currently working on strategies to incentivize officer participation.</p>
<p>Provide educational programs to elementary, middle, and high schools (BUPA). Provide 800 educational programs to schools throughout the course of FY2013 and contact over 40k students.</p>	<p>732 educational programs were provided, making 38,895 contacts. <i>Back is Where It's At</i> was conducted 242 times, <i>Survival 101</i> 406 times, and <i>16 Minutes</i> 84 times.</p>
<p>Continue operation and coordination of 107 Child Passenger Safety Fitting Stations statewide (PA State Police & TIPP). Perform 2,100 car seat checks or more during FFY2013.</p>	<p>TIPP performed 1,579 checks and assisted in maintaining 144 fitting stations statewide. The PA State Police performed 2,574 checks and maintained 78 fitting stations.</p>
<p>Conduct publicized child seat check-up events statewide during 2012 Thanksgiving Mobilization, 2013 CIOT Mobilization, and 2013 Child Passenger Safety Week.</p>	<p>Child seat check events were held by TIPP, the PA State Police, and CTSPs during all three mobilizations. The seat check events were publicized through the PA Traffic Injury Prevention Project (TIPP) and the CTSPs.</p>

I. ENFORCEMENT (K2-2013-01-00-00; M2HVE-2013-01-00-00; K2-2013-02-00-00; M2HVE-2013-02-00-00; OP-2013-01-00-00)

The proper and consistent use of seat belts and child restraint systems is known to be the single most effective protection against motor vehicle fatalities and a mitigating factor in the severity of traffic crashes. PennDOT addresses these occupant protection issues by using an approach that incorporates enforcement, media messages, and education. These initiatives help PennDOT achieve our goals of increasing seat belt use and decreasing child restraint system misuse thereby reducing fatalities on our roadways as a whole.

Since the implementation of the *Click It Or Ticket* (CIOT) (i.e. enforcement, education & paid media) model, the Commonwealth has achieved a significant increase in the observed seat belt usage rate (70.7% in 2000, to 83.51% in 2012). There were two full-scale and one targeted CIOT mobilizations during FY 2013: Thanksgiving “Operation Safe Holiday Kick-Off,” Memorial Day “*Click It or Ticket*, and September Teen Seat Belt Mobilization.” During these mobilizations, the participating municipal police departments made approximately 240,015 contacts with motorists and issued 5,506 seat belt and child restraint violation citations. In addition to the municipal police operations, the PA State Police participated in the mobilizations, resulting in a total of 2,128 seat belt citations and 189 child passenger safety citations.

The Thanksgiving 2012 “Click It or Ticket” Seat Belt Enforcement Mobilization took place from November 18th through December 4th, 2012. A total of 579 funded and non-funded LEAs were scheduled to participate in the Mobilization. Data and reimbursements were received and processed from 131 LEAs that were funded and 339 LEAs that participated in-kind. Officers were contacted to record PSAs pre mobilization. During the mobilization LEAs recorded 9,062 funded and in-kind enforcement hours, making 93,218 contacts. 13,663 total citations were issued, including 75 for child (0-8) restraint and 1,001 citations for secondary seat belt violations.

The Spring mobilization was three weeks from May 20th through June 9th, including the Memorial Day holiday. Approximately 552 grantees representing 590 agencies were under agreement for the mobilization. The May/June CIOT mobilization focused on nighttime seat belt enforcement and unbelted crash roadways. LEA grantees and in-kind contributors were provided unbelted crash data to identify high profile unbelted crash roadways to systematically schedule enforcement resources and coordinate public awareness activities. The mobilization was kicked off regionally and coordinated through Regional Planning Teams (SPOs, CTSPs, LELs, and enforcement agencies). Emails (and letters) were sent to non-funded LEAs in an attempt to increase participation. Over 600 were contacted. 347 LEAs participated in the mobilization, conducting 19,051 total enforcement hours. The mobilization resulted in 63,852 total contacts and 31,238 total citations, of which 779 were for child (0-8) restraint violations and 2,349 were for adult secondary seat belt violations.

The Teen Mobilization started on Sept. 9th and ran through Sept. 22nd 2013. The mobilization focus was primarily on school campuses, youth events, and roadways around their high schools. There were 205 law enforcement agencies (LEAs) from across Pennsylvania participated in the mobilization that reached over 220 secondary schools. Each participating LEA conducted various youth driving oriented activities including at least one seat belt informational site detail on or around the High School Campus; they generated earned media, completed seat belt surveys and seat belt minicade details. Grantees completed 195 informational details and 103 seat belt minicade/4X4 details on high school campuses, recording 83,945 contacts, 10,634 total citations and 1,300 seat belt citations. Additional activities included Buckle Up PA's educational seat belt programs Survival 101 and 16 Minutes. When the education and student awareness activities were completed, officers then completed Teen Seat Belt Enforcement.

II. EDUCATION (OP-2013-01-00-00)

The three approved enforcement-led school programs; "The Back is Where It's At," "Survival 101," and "16 Minutes" continued to be offered to schools statewide. These programs are specifically designed to be delivered by a police officer and are intended to create a better understanding of the experience and the relationship between the officer and students as drivers or passengers. The curriculums are age/grade appropriate and utilize the resources of both the enforcement officer and additional highway safety partners across the state.

There were 732 programs completed during this grant period. A total of 38,895 students were directly reached through Buckle Up PA Educational Presentations. The Back Is Where It's At reported 242 programs reaching 12,074 students. There were 406 Survival 101 programs completed this period contacting 25,424 Student. The 16 Minutes curriculum reached 1,394 (15- to 16- year-old students) through 84 programs. The Back is Where It's At program is currently undergoing a redesign, and the new curriculum will be used in FFY 2014. The Survival 101 curriculum will be redesigned during the upcoming year.

During this reporting period, a letter was sent to every PA school district, both public and private, with program and contact information. Over 2,000 letters were delivered. Every municipal police agency was contacted and encouraged to participate in BUPA educational programs and was provided training opportunities.

III. CHILD PASSENGER SAFETY (CP-2013-02-00-00; OP-2013-02-00-00; K3-2013-01-00-00)

Pennsylvania currently has over 1,200 active CPS technicians and 49 certified CPS instructors. Section 2011 funds awarded in 2012 were used to support ongoing CPS efforts through the PA Traffic Injury Prevention Project (TIPP). TIPP conducted nearly 4,000 activities and reached nearly 16,000 people in a wide variety of subjects. TIPP conducted Standardized CPS

Certification Training for technicians and new instructors (15 courses; 201 participants, 2 new Instructor Candidates), CPS technician Update/Refresher classes (41 courses, 474 participants) and Renewal Certification classes (9 courses, 12 renewed CPS Technicians). Continuing Medical Education/Hospital Staff Training courses were held (608 total participants) and training in CPS was provided for Law Enforcement (4 courses). TIPP maintained the Fitting Stations and Loaner Program databases, provided Car Seat Loan Program Training courses, and supervised parent education programs. TIPP also served as the statewide child safety information clearinghouse, handling 2,257 phone calls to TIPP satellite offices, 2,731 calls to the “800” hotline, and responding to 11,503 e-mail requests. The child safety website accrued 139,520 web hits. The current contract that administers these activities is being re-bid during FFY 2014. A new task for enforcement education will be included.

In addition to TIPP’s activities, the State Police operated 78 Fitting Stations statewide and promoted the Standardized CPS Certification Course among Troopers. Over the year PSP certified 27 new technicians, recertified 66 technicians, and renewed 29 technicians. There are currently 269 certified technicians in PSP. During grant funded enforcement activities alone, PSP issued 189 child passenger safety-related citations and during the year inspected 2,574 car seats.

In FFY 2014, PA will host the NHTSA Region 2 CPS conference in State College, PA.

IV. SUMMARY

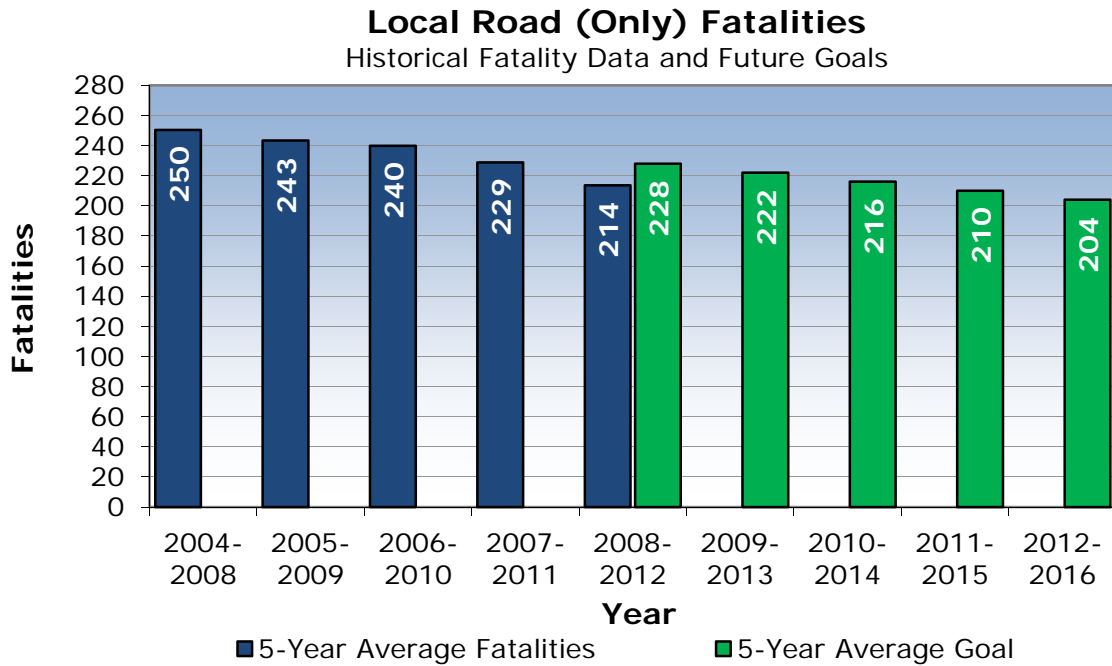
The Highway Safety Office and its partners continue to explore new strategies to increase awareness and enforcement within the confines of the secondary law, including promotion of zero-tolerance policies, providing police with talking points/approaches for motorist contacts, and piloting enforcement strategies at targeted police departments such as patrols utilizing two officers and channelized seat belt check mini-cades.

During FFY 2013, the Highway Safety Office took part in a management review of the statewide occupant protection program. The final report has not been released, but a draft report has been received and the HSO plans to begin implementation of NHTSA recommendations, including strategies for increasing occupant protection citations issued by state and local police, and developing a media messaging/communication plan.

LOCAL ROAD SAFETY

Goal: Pennsylvania's goal is to reduce the 5-year average of local road fatalities from 229 in 2011 to 228 in 2012, and 222 in 2013

*Result: The 5-year average of local road fatalities was 214 in 2012. **Goal met.***



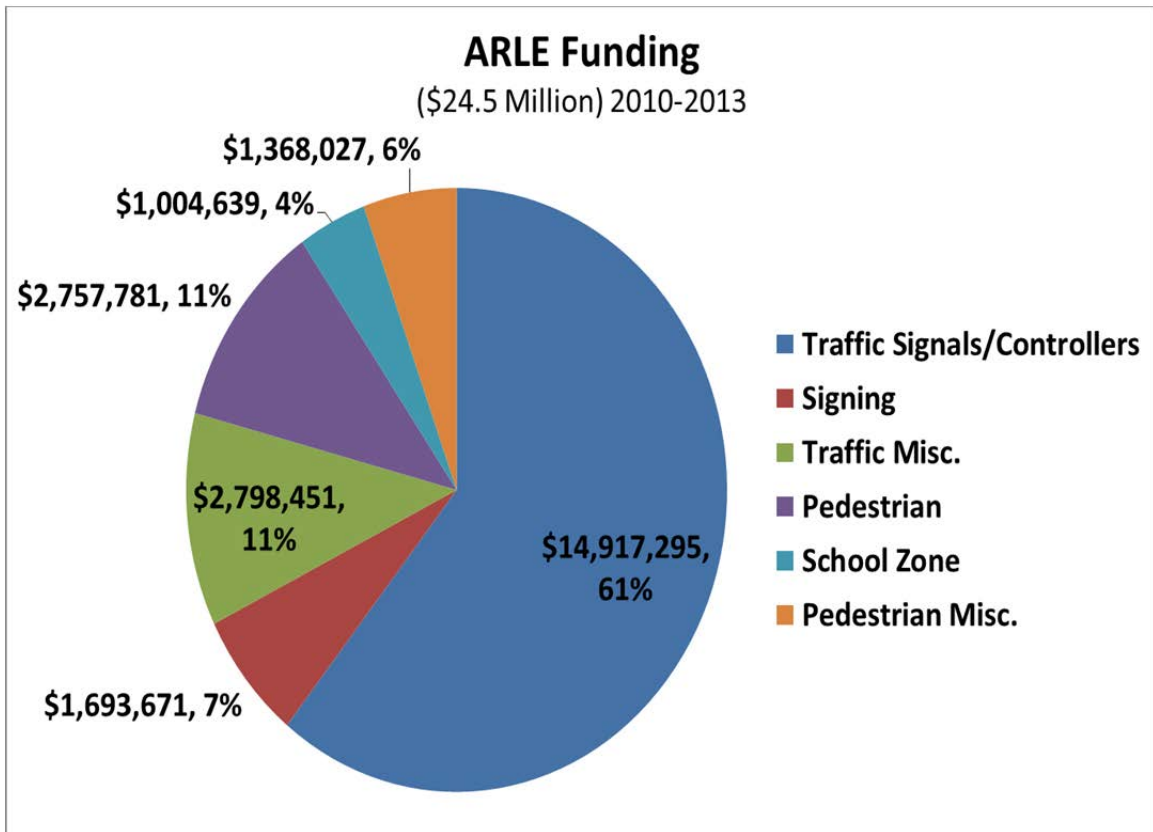
SAFETY MEASUREMENTS	RESULTS	
Provide more than 50 on-site safety-related technical assists to municipalities.	277	
Provide more than 50 additional telephone safety-related technical assists to municipalities.	179	
Conduct 50 safety training courses.	27	
Training Sessions	Number of Sessions	Number of Attendees
High-Crash Location	0	0
Traffic Signs	10	183
Roadside Safety Features	0	0
Engineering and Traffic Studies	5	50
Traffic Calming	2	26
Common Sense Solutions to Intersection Problems	3	32
Traffic Signal Maintenance	2	28
Conduct and develop 10 Safety Improvement Plans for identified "Local Safe Roads Communities" (LSRC).	7	
Number of site reviews resulting from training sessions.	6	
Number of municipalities receiving assistance.	277	

I. LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP) (RS-2013-01-00-00)

Over the last five years, 16% of statewide fatalities occurred on local (municipally owned) roads, and 26% of statewide reportable crashes occurred on local roads in Pennsylvania. To address this problem, the BHSTE currently funds a portion of the contract addressing behavioral traffic safety for the LTAP. Through this contract, two program engineers act as traffic safety advocates to the Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training. Pennsylvania's municipalities employ over 12,000 road and bridge

workers to manage over 70,000 miles of road. This program is aimed at educating and assisting these workers to improve safety and reduce fatalities on Pennsylvania's local roads.

Beginning in calendar year 2011, Automated Red Light Enforcement (ARLE) grant funds were used to provide grants to local governments to implement safety improvements, some of them recommended by LTAP.



DATA PROGRAMS

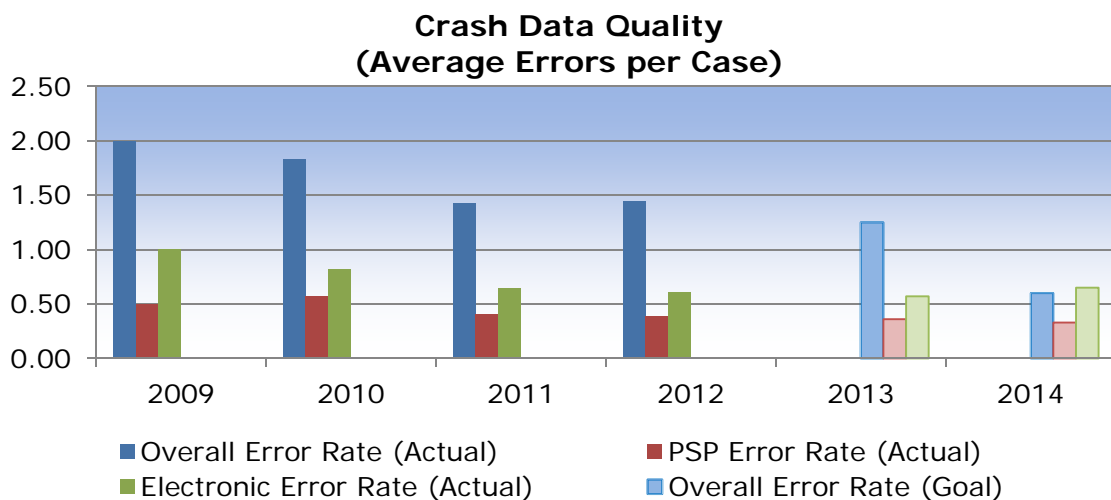
Goal: Pennsylvania's goal is complete all 2012 crash data by April 2013.

Result: All crash data was completed on April 23, 2013. Goal Met

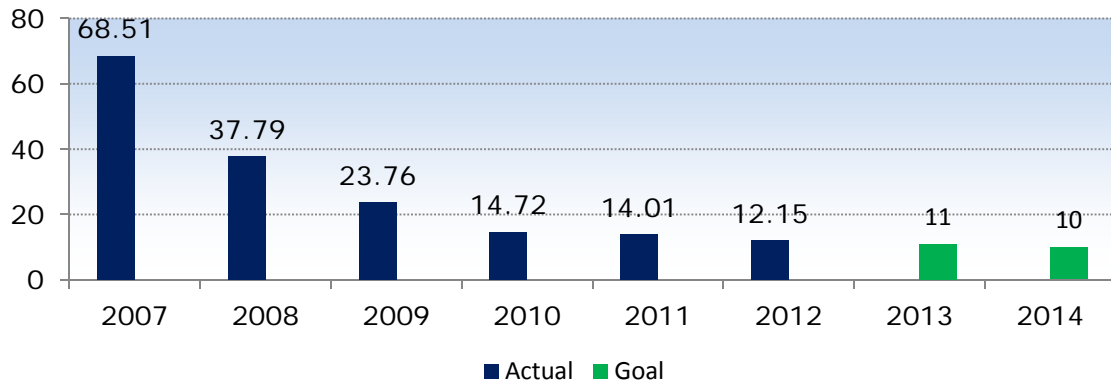
As part of additional informal goals for improving the crash records system, PennDOT has noted the current and future activities listed below:

The following tasks were completed during FY 2013:

- Supported an active Traffic Records Coordinating Committee (TRCC)
- Developed a multi-year strategic plan
- Indicated how deficiencies were identified
- Showed progress in implementing the plan
- Indicated how funding was to be spent
- Submitted a progress report
- Certify a Traffic Record assessment of the past five years
- Certify a TRCC operational and support plan
- Demonstrate measureable progress and submit progress reports

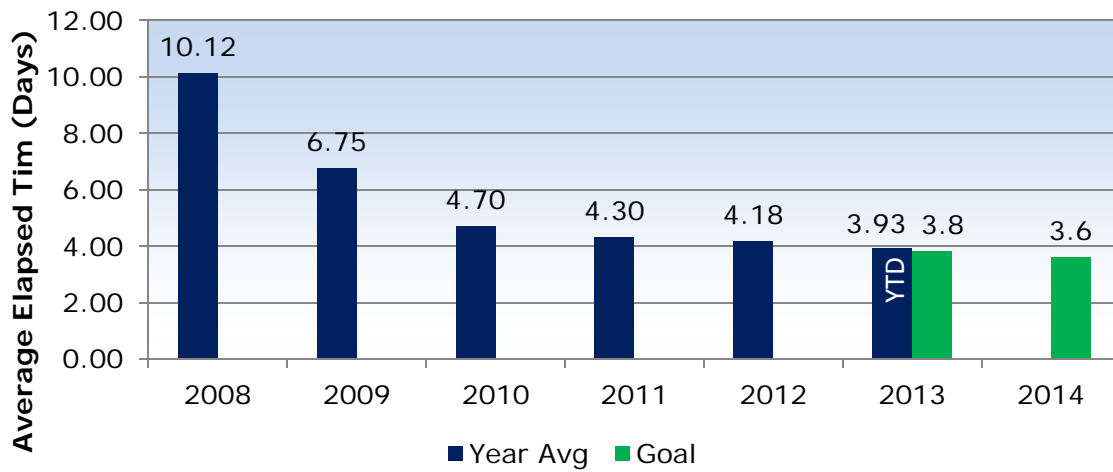


Average Process Days
(Measured as average days between Crash Date and
Crash Data Availability Date)



FastFARS Timeliness Measures

(Measured as difference from crash date to date entered into FastFARS)



GOALS	RESULTS
100% electronic submission rate.	The electronic submission rate reached 92.40% in 2012. Increasing the electronic submission rate decreases the average crash record error and allows for faster processing of crash records.
Reduce the average crash record error rate to .18 errors per crash or less.	The average crash record error rate was 0.53% in 2012. <i>(note: additional edit checks were added as part of the calculation)</i> A lower crash record error rate decreases processing time and allows for overall faster processing of crash records.

Reduce the average crash record missing rate to .88 missing values per crash or less.	The average crash record missing rate was 0.88% in 2012.
Reduce the average processing time of a crash report to 10.5 days or less.	The average process time was 12.15 days in 2012. Decreasing average processing time allows for crash data to be accessed faster and earlier use for planning purposes.
Reduce the processing time of a FastFARS report to 3 days or less.	The average processing time of a FastFARS report was 4.18 days in 2012. Decreasing processing time to Fast FARS allows PA to submit required information to NHTSA for processing earlier.

I. OVERVIEW (K9-2013-01-00-00)

Motor vehicle crash data are required by Federal and State laws. Timely and accurate crash data are needed by PennDOT and other agencies for safety planning and program development, tort defense and responding to inquiries by many parties including the Legislature. The data are also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. It is used by the Highway Safety Office, State and municipal police agencies, engineering districts, etc. to target high crash areas with education, engineering and enforcement efforts. The data are also used to evaluate the programs implemented.

II. CRASH RECORDS LAW ENFORCEMENT LIASON PROGRAM (K9-2013-01-00-00)

The Bureau of Maintenance and Operations continued its use of a team of Crash Law Enforcement Liaisons (CRLEL) in FY 2013. The focus of the program continued to concentrate more on pure accuracy and completeness of the crash data rather than the focus of converting police agencies to electronic submission. One of the LELs objectives to do this was the continuation of training police officers. This involved working one on one with agencies who had reporting difficulties when using the web-based reporting system. All but two police agencies within the Commonwealth of Pennsylvania (Philadelphia City and the University of Pennsylvania) began the year reporting electronically. These two agencies continue to use paper reporting, but progress has been made over the year as items preventing progress have been identified. There is hope that a timeline plan will soon be developed so that 100% electronic submission can be realized.

III. WEB SERVICE FOR VALIDATING CRASH SUBMISSIONS – PART OF THE CRASH ARCHITECTURE AND PUBLIC/PARTNER DATA INTERFACE PROJECT (K9-2013-01-00-00)

The online web entry system deployed by the Department of Transportation has long been a good system for editing crash reports/data for its users. This editing system has been lacking and insufficient for users of the other methods of electronic data entry (FTP/third party software). The Department has built a web service that will be deployed allowing police users to edit their crash reports in real time while using third-party software that currently has no (or limited) data editing. Unfortunately, technical difficulties have prevented a realized deployment of the service that has been built. The technical hurdles are slowly being overcome and should be realized early in FY14.

IV. CRASH DATA FOR POLICE, PARTNERS, AND THE PUBLIC – PART OF THE CRASH ARCHITECTURE AND PUBLIC/PARTNER DATA INTERFACE PROJECT (K9-2013-01-00-00)

One of the glaring gaps in Pennsylvania's Data Program is accessibility to the data. This project continues development of an application to allow PennDOT's safety partners, the police who report crashes, and the general public an easy way to access useful crash data. The first phase was meant to establish an online presence as a place to get Pennsylvania crash data. Canned, pre-built specific queries would display data in tables and graphs and be able to be filtered. A framework was used to minimize the effort that it would take to add additional specific future queries. The development in FY13 included a public access query tool. Unfortunately, the same technical difficulties seen in the Web Service for Validating Crash Submission Project also occurred for this project and prevented a realized deployment. The technical hurdles are slowly being overcome and should be realized early in FY14, allowing for development from both Phase 1 and Phase 2 to be deployed at the same time.

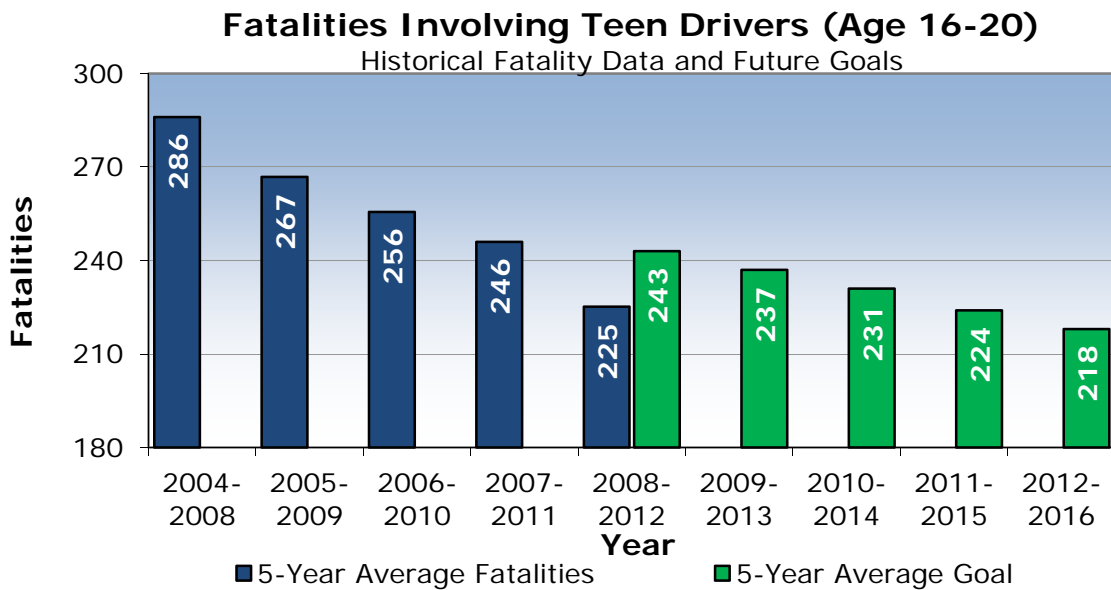
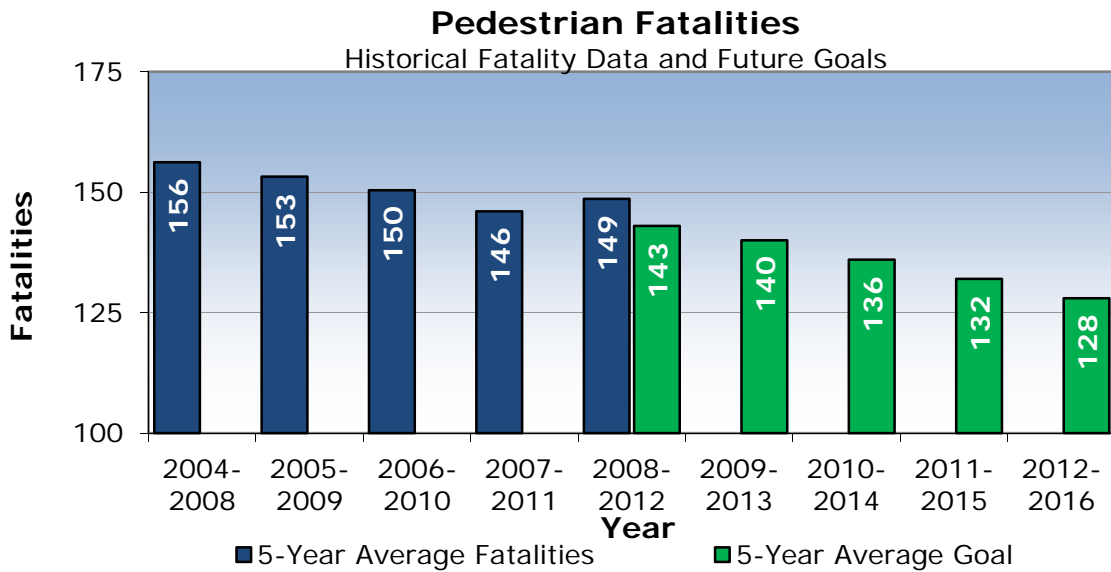
COMMUNITY TRAFFIC SAFETY PROJECTS

Goal: Pennsylvania’s goal is to reduce the 5-year average of pedestrian fatalities from 146 in 2011 to 143 in 2012, and 140 in 2013

*Result: The 5-year average of pedestrian fatalities was 149 in 2012. **Goal not met.***

Goal: Pennsylvania’s goal is to reduce the 5-year average of teen driver (16-20) fatalities from 246 in 2011 to 243 in 2012, and 237 in 2013

*Result: The 5-year average of teen driver (16-20) fatalities was 225 in 2011. **Goal met.***



I. OVERVIEW (CP-2013-01-00-00)

PennDOT's Highway Safety Office continued to support 16 single-county and regional Community Traffic Safety Projects (CTSP) covering almost every Pennsylvania county. The statewide network of CTSP is viewed as an extension of the highway safety office and is a critical component of the highway safety program. These programs coordinate with law enforcement and educate the public on issues such as occupant protection, DUI prevention, pedestrian and bicycle safety, motorcycle, heavy truck and school bus safety, aggressive and distracted driving, safe vehicle, and safe driving characteristics.

SAFETY MEASUREMENTS	RESULT
Conduct Informal Surveys at 100% of the official Seat Belt Survey Sites by March 29, 2013.	The CTSPs conducted the informal surveys by the deadline using the recently redesigned survey methodology. The resulting data was used to focus outreach and education prior to and during the May/June CIOT mobilization.
Increase the amount of contacts with the general public from the total reached in 2012 by 2%.	Public contacts are made through the education programs, planning and admin, and earned media. The total number of contacts decreased from FFY 2012 because of decreases in earned media contacts and planning contacts. The CTSPs had been instructed to spend less effort on planning and admin, and media contacts are very difficult to measure year to year. The education contacts saw a large increase.
Increase the amount of law enforcement contacts from the total reached in 2012 by 2%.	The number of law enforcement contacts reached increased from the 2012 total by 5%.
Increase the amount of magisterial district justice contacts from the total reached in 2012 by 2%.	Every magisterial district justice was contacted in the fiscal year. PA saw an increase in the conviction rate for targeted behaviors.
Distribute Medical Information Carrier Systems for helmets to the general public	Nearly 14,000 Carrier Systems were purchased in 2011 for distribution. They are still available in some areas of the state but have not been printed again due to lack of demand
Distribute bicycle helmets to the public	No funds were budgeted to CTSP to distribute bicycle helmets.

Implement 6 Walkable Communities Programs by September 30, 2013.	6 Walkable Communities Programs were completed. Programs were done in the cities of Erie (102,000 pop) and Bethlehem (75,000pop), the 4 th and 7 th largest cities in the state respectively. The other four programs were done in small towns: Bristol Borough in Bucks County, Millbourne Borough on the edge of Philadelphia, the City of Meadville in Northwestern PA, and Taylor Borough on the edge of Scranton.
Conduct educational programs and trainings. It is estimated that 100 educational programs will be performed by the end of FY 2013.	Measurement achieved. See charts in sections II – VII for more details.
Maintain CPS service to 95% of Pennsylvania's total population of 12,702,379 (2010 U.S. Census). Identify proper levels of service by county.	Service was maintained to 98.5% of the population. This includes car seat check stations, events, and technicians available. Counties are assessed and an effort is made to provide each with a level of service that reflects their need. Underserved counties are targeted for increased focus.

PennDOT’s District Safety Press Officers and the PA Traffic Injury Prevention Project (operated under a contract between PennDOT and the Pennsylvania Chapter of the American Academy of Pediatrics) assisted the coordinators with educating the public on highway safety issues. These programs partnered with state and local police, SAFE KIDS, AARP Driver Safety Program, AAA, Liquor Control Board, PA Department of Health, injury prevention agencies and numerous community groups to promote highway safety.

II. ENFORCEMENT OUTREACH (CP-2013-01-00-00)

Enforcement outreach involves preparing data reports for police departments, conducting meetings with local law enforcement, and coordinating out of wave enforcement to address high risk roadways. Compared to 2012, activities increased significantly, reflecting PennDOT’s rising emphasis on targeted law enforcement outreach.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Enforcement Outreach	3,133	845,873

III. JUDICIAL OUTREACH (CP-2013-01-00-00)

Judicial Outreach refers to meetings with District Justices to discuss programs such as Aggressive Driving and Click It or Ticket. A relatively recent component of our overall program, it is closing a gap in the chain from arrest through rehabilitation. Judicial coordination continues to play an important role in the success story and the number of activities and contacts are up over last year. In addition, judicial efforts resulted in a higher conviction rate for aggressive driving and other targeted behaviors. Judicial outreach increases significantly over the prior year.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Judicial Outreach	491	6,177

IV. COORDINATED EDUCATION PROGRAMS (CP-2013-01-00-00)

Coordinated Education Programs include training police officers to teach programs for school students like “The Back is Where It’s At,” “Survival 101,” and “16 Minutes”; distributing informational materials at health fairs, community centers, and schools; and contacting local businesses and other agencies about upcoming programs and safety concerns. Law enforcement personnel and CTSP conduct and coordinate these programs after receiving training from PennDOT. There was a large increase in educational contacts and activities over the prior year.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Coordinated Educational Programs	44,144	1,617,973

V. PLANNING AND ADMINISTRATION (CP-2013-01-00-00)

Planning and Administration includes participating in recurring regional and location planning meetings for Aggressive Driving, partnering with other professional highway safety entities to coordinate activities, and planning conferences.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Planning and Administration	11,120	58,900

VI. MEDIA (CP-2013-01-00-00)

PennDOT utilizes both paid (state-funded) and earned media campaigns developed in association with PennDOT Safety Press Officers (SPOs). Print, television, and radio were all utilized in this effort. Both earned and unearned media are carefully tracked and monitored by PennDOT. PennDOT's SPOs often take the lead in providing the public with information about important safety programs. While paid media provides important new safety messages, the bulk of the activities and skills of the SPOs lies in their ability to arrange cooperative efforts with local media to run press releases, cover safety news stories, cover enforcement activities, cover school activities, and publicize follow-up stories to keep safety messages in the public eye.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Media	1,800	27,695,301

VII. CHILD PASSENGER SAFETY (CP-2013-01-00-00)

Child Passenger Safety includes coordinating programs and activities with the enforcement community during CPS week and collaborating with the PA Traffic Injury Prevention Project to increase the number of car seat fitting stations and loaner programs in communities. Activities encompass a wide range of techniques to improve knowledge and enforcement of CPS laws: 1) high visibility enforcement which includes CPS violations among other types of infractions, 2) educating health care providers on the proper installation of child restraint systems, 3) seat checks to ensure proper installation by parents and guardians, 4) education on the awareness of the purpose and value of child booster seats, 5) providing hospitals with restraint systems for special needs children, and 6) educating police officers to recognize violations of the CPS laws among other tasks.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Child Passenger Safety	270	7,021

VIII. SUMMARY

Although there are significant gains yet to be achieved in Pennsylvania highway safety, overall fatalities and major injuries have dropped significantly in recent years and the reduction is in large part due to the persistent and effective activities of the Community Traffic Safety Program grantees. As an extension of the PennDOT safety office, the CTSPs serve as the chief interface between government highway safety offices and the citizens of the Commonwealth. The

coordinated behavioral, enforcement, judicial outreach, and media activities are advertised and promoted through the CTSPs, who are responsible for a very positive approach to highway safety presented to the public. Along with high visibility law enforcement, they are an indispensable part of the highway safety successes in the Keystone State.

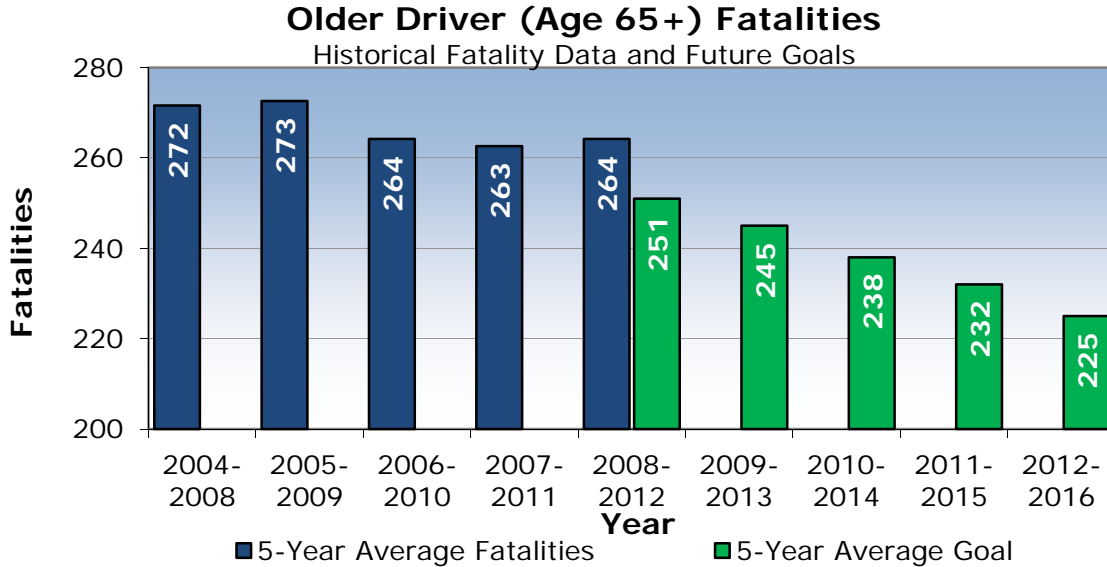
Some highlights from the CTSP programs are: the statewide Teen Safe Driving Competitions, sponsored by the PA Motor Truck Association. CTSPs promote the competitions to schools in their regions, and assist in setting up and running the local competitions. Regional winners meet in Harrisburg for the statewide final competition. Local High School Seat Belt competitions were held, where CTSP staff coordinated media and educational programs aimed at high school students, then conducted seat belt counts at the school and awarded a prize to the school with the best use.

Region 2 CTSPs conduct an annual law enforcement seminar. In FFY 2013 the seminar was held in Lancaster and was attended by 86 state and local LEAs. Educational sessions included conducting safe traffic stops and updates on DUI and DUI-D enforcement, among others. The CTSPs were asked to develop new programs focusing on aggressive driving, distracted driving, and teen drivers. One highly successful new initiative was the HEAT on 30 aggressive driving enforcement and education campaign. It was coordinated among state and local police departments, CTSPs, and PennDOT safety press officers along the length of PA Route 30 which runs across the state from east to west. The campaign included specialized branding and messaging, an earned media push, and targeted enforcement on Route 30.

MATURE DRIVER SAFETY

Goal: Pennsylvania’s goal is to reduce the 5-year average of mature driver fatalities from 263 in 2011 to 251 in 2011, and 245 in 2013.

*Result: The 5-year average of mature driver fatalities was 264 in 2012. **Goal not met.***



SAFETY MEASUREMENTS	RESULTS
Create statewide mature driver taskforces that include partnerships with state and local agencies to develop educational and safety opportunities.	1 task force was formed in highway safety region one. These taskforces consist of various partner agencies (AAA, Aging, AARP, Seniors for Safe Driving, PennDOT, CTSPs, etc.) and help facilitate planning mature driver safety programs in local communities.
Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving)	In FY 2013, app. 67 AARP & AAA educational classes were planned by grantee agencies. Approximately, 3,769 mature driver education classes were conducted statewide by AARP, AAA, and Seniors for Safe Driving.
Promote CarFit program (AARP/AAA)	16 CarFit programs were sponsored by grantee agencies during in FY 2013.
Provide/administer Seats and Seniors program	5 “Seats and Seniors” programs were completed in FY 2013. These programs are an adaptation

	of child passenger safety seats (CPS) checks and CarFit. During CPS checks many grandparents were bringing children, so now they also make sure the older individual is properly operating their vehicle.
Provide education, training, and outreach efforts to increase the public's awareness of mobility alternatives, medical concerns with driving, and overall safe driving practices.	Public Transportation website/mobility alternatives have been promoted through mature driver safety/education presentations. Approximately, 736 mature driver outreach programs were conducted in FY 2013. Additionally, earned media events were held in major media markets potentially reaching hundreds of thousands of individuals.
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)	2 trainings held.
Conduct training for engineers in road design for mature driver issues	No trainings held. PennDOT has advertised this training the last 2 years and failed to get an adequate response from District/field engineers. The training covers traffic engineering safety strategies that encompass all individuals, not just mature drivers.
Promote the Yellow DOT program Statewide	150,000 printed. Distribution based upon request. Promoted through various programs including CTSPs.

I. MATURE DRIVER SAFETY (CP-2013-01-00-00)

According to the United States Census, Pennsylvania has approximately 12.7 million residents and roughly 2 million individuals over the age of 65. Mature drivers represent a subset of their total population and, approximately, 85%, or 1.7 million, of all people over the age of 65 have a valid driver's license. Around, 18%, of PA's total licensed population is over the age of 65. Mature driver related crashes resulted in 276 fatalities in 2012, approximately, 21% of all traffic fatalities in PA. That is a single year increase of 32 fatalities and, approximately, 2% more of the total traffic fatalities than in 2011. This increase strengthens the need for further driver responsibility and safety programs for our growing mature driver population.

Pennsylvania is in a precarious situation due to the vast differences of community, infrastructure, population, and resource dispersal throughout the State. Because of this, individuals in many areas rely heavily on their personal vehicle. A collective effort from many agencies will have to work with our growing population of older drivers to strengthen our mobility alternatives, safety

behind road design, and overall awareness of common driving misconceptions mature driver's may not be aware of.

The most common fallacy humans tend to not willingly acknowledge as we age is that body goes through changes that affect our driving abilities. Eyesight, physical mobility, reflexes, and cognitive recognition of roadway situations are all prime examples of this transformation. Many times we recognize we are changing and either self-manage the situation (i.e. extra mirrors, pedal extensions, or seat adjustments), or follow-up with prescribed medication(s) for the issue (drug interactions). For these reasons, we will continue to work with our mature drivers by educating them on the cultural/physical changes and safe driving procedures that can limit/reduce injuries in crashes. We will continue to reach out to our medical community to consider the impairment concerns of multiple prescriptions and driving.

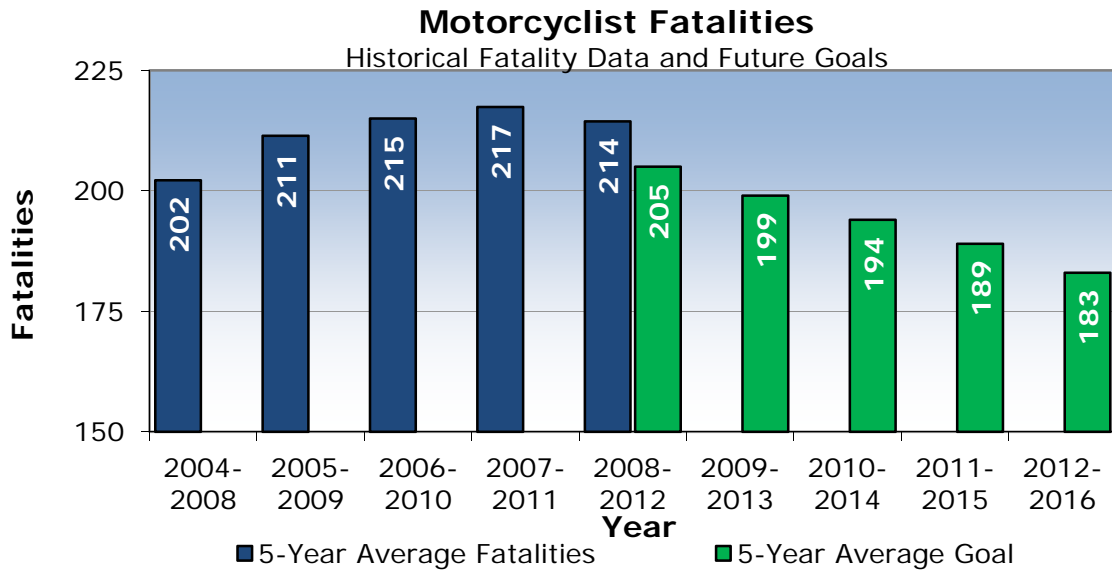
II. COMMUNITY TRAFFIC SAFETY PROGRAMS (CP-2013-01-00-00)

Through the Community Traffic Safety Projects, PennDOT funds educational programs for mature drivers. These grantees are encouraged to help take the programs into senior centers, community events, AARP meetings, and other places where the demographic gathers. The programs cover safe driving practices, updated laws and regulations, earned media, physician outreach, information about driving alternatives, and informative ways for law enforcement and loved ones to relate to the mature drivers.

MOTORCYCLE SAFETY

Goal: Pennsylvania’s goal is to reduce the 5-year average of motorcycle fatalities from 217 in 2011 to 205 in 2012, and 199 in 2013

Result: The 5-year average of motorcycle fatalities was 214 in 2012. Goal not met.

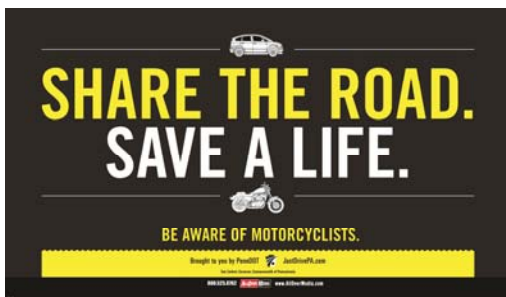


SAFETY MEASUREMENTS	RESULTS
Coordinate the dispersal of “Watch for Motorcycle” bumper stickers.	While the actual number of stickers distributed was not tracked, PennDOT members staffed a booth promoting the “Live Free Ride Alive” motorcycle safety campaign at six different motorcycle rallies/events in 2013. In addition to the bumper stickers being distributed, information on motorcycle training and impaired riding was also distributed at the rallies. These stickers were also dispersed through the MSP, PennDOT Driver Licensing sites and various motorcycle dealers throughout the Commonwealth.
Distribute “Watch for Motorcycle/Share the Road lawn signs.	28,000 of these signs were purchased and provided to various motorcycle dealers and ABATE for distribution.

<p>Coordinate paid media campaign for “Watch for Motorcyclists/Share the Road”.</p>	<p>During the 2013 riding season, a media campaign was conducted using Section 2010 funds. Over 130 gas stations near high motorcycle crash areas in counties with the highest number of motorcycle crashes displayed “Share the Road” gas pump toppers (see below). A radio message was also aired over 2,500 times through various radio stations in the top 10 crash counties.</p>
<p>Set up and staff Live Free Ride Alive promotional kiosks at large motorcycle rallies statewide.</p>	<p>In CY 2013, PennDOT staff attended six motorcycle rallies and personally interacted with roughly 2,000 motorcycle riders, offering them information on the training, safety messages, encouraging riders to visit the website and share their stories. Watch for Motorcycle stickers were also handed out at these events.</p>
<p>Develop a campaign to promote the training courses offered by the Motorcycle Safety Program.</p>	<p>The training courses were advertised via internet web banners in FY 2013 and billboards. The web banners appeared on demographically appropriate web pages and were paid for with state funds. A group of 40 motorcycle dealers in high crash counties were mailed publicity packets with information on training materials. A spot check showed about half had made use of the materials. A mailing was sent to all dealers advising them of the availability of training materials. Posters on the training were placed in all 71 PennDOT DL Centers.</p>

I. SHARE THE ROAD/WATCH FOR MOTORCYCLISTS
(K6-2013-01-00-00; M9MT-2013-00-00-00)

Pennsylvania receives Section 2010 funding for Motorcycle Safety. In CY 2013, PennDOT deployed over 130 “Share the Road” gas pump toppers statewide. The pump toppers were on display from May through September in the top ten counties for motorcycle related crashes. Placement was made at stations as close as possible to high crash locations. A sample gas pump topper in use is pictured to the left. Gas pump toppers are a popular paid media initiative that is often used for our DUI and Click it or Ticket campaigns. The PennDOT JustDrivePA.org



website is listed at the bottom of the topper.

During each weekend in May, Motorcycle Safety Month, PennDOT utilized its electronic message boards to spread the “Share the Road/Watch for Motorcycles” message to motorists traveling Commonwealth highways. Additionally, radio messages promoting “Share the Road/Watch for Motorcycles” were also heard on stations statewide during the 2013 riding season. The message was aired over 2,500 times. It is hoped the “Share the Road/Watch for Motorcycles” messages will help raise awareness amongst motorists to be cautious of the vulnerability of motorcyclists. Because of their size, motorcycles can be easily hidden in the blind spots and often overlooked.

II. MOTORCYCLE TRAINING COURSES (STATE FUNDS)

Motorcycle riding is an activity with special needs and concerns. One tool the PennDOT’s Bureau of Driver Licensing (BDL) uses is the Motorcycle Safety Program (MSP). The MSP was established as a free service to teach riders of all skill levels the basic fundamentals to safely operate a motorcycle. The MSP consists of four educational courses:



- The [Basic Rider Course](#) (BRC) is offered to all riders and covers a wide variety of motorcycle riding skills. Upon completion of the BRC, a motorcycle license is issued.
- The [Basic Rider Course 2](#) (BRC2) is aimed at deficiencies in cornering, braking, and swerving. This course is usually completed in one day and is designed for riders with a motorcycle license and at least 6 months riding experience.
- [3-Wheeled Beginner Rider Course](#) (3WBRC) is an entry-level training and education course. Participants learn fundamental riding skills and safety strategies similar to what is provided in the Basic Rider Course, but on three wheels. The course was offered for the first time in fiscal year 2011. Section 2010 funds were used in fiscal year 2011 to help pay for some of the start-up costs, excluding the purchase of three 3-wheeled motorcycles. Since 2011 the course has been funded exclusively through state funds.
- [Advanced Rider Course](#) (ARC) Fiscal Year 2012 was the first year this course was offered. Section 2010 funds were used to help with some of the startup costs of the course; however state funds have been used exclusively to fund this course. The Advanced Rider Course is an 8 hour course that complements a rider’s basic skills and helps with personal risk assessment. The course includes a fast-paced classroom segment

with several interactive activities to improve perception and hazard awareness. Range exercises enhance both basic skills and crash avoidance skills. Improving braking and cornering finesse is also emphasized. Riders must already have a valid motorcycle license to participate.

Year	Number Trained BRC	Number Trained BRC 2	Number Trained 3WBRC	Number Trained ARC	Total Trained
2010	21,557	2,438	0	-	23,995
2011	20,729	2,233	62	-	23,024
2012	21,362	2,144	81	334	23,291
2013	19,058	1,722	97	319	21,196

No federal monies were used in FY 2013 since motorcycle license fees provide the funding for the MSP. In an effort to make more riders aware of the free training available, PennDOT prints course contact information on the actual motorcycle permit itself. Printing this information on the permit helps ensure that our target audience is more aware of the training. Additionally, PennDOT Driver License Centers as well as motorcycle dealerships in the state display promotional material for the courses as well.

State funds were also used for the creation of motorcycle training course website banners. The website banners helped promote the training courses on demographically appropriate webpages. It is estimated that the website banners made over 7.3 million impressions. There were approximately 8,500 internet clicks on the website banner links.



III. LIVE FREE RIDE ALIVE (STATE FUNDS)

LiveFreeRideAlive.com is Pennsylvania’s motorcycle themed interactive website. Important messages on the site include obeying the speed limit, not riding impaired, being properly trained, and wearing protective gear. The website also emphasizes the importance of being properly licensed and encourages the use of protective gear. The website is promoted through radio partnerships, online advertising, license plates, t-shirts, and billboards. In addition, PennDOT members manned a Live Free Ride Alive mobile booth during Pennsylvania’s biggest motorcycle rallies in 2010, 2011, 2012, and 2013. Working with the state’s communications

agency, Commonwealth Media Services, PennDOT had a satellite truck wrapped with the Life Free Ride alive logo that served as an anchor for the LFRA booth. The booths offered riders a chance to register for courses online and included a video presentation on the training courses. Rider coaches from the Motorcycle Safety Program attended each rally and interacted with roughly 2,000 motorcycle riders during the riding season. Several of the events drew media coverage as well. In addition, CMS takes the LFRA truck around the state all during the year to serve as a traveling billboard. Hundreds of items promoting the campaign and website were distributed at the rallies. Rider coaches in PennDOT's Motorcycle Safety Program direct their students to view the site as well. Motorcyclists are also encouraged to use the site to share stories of their experiences riding and to upload amateur documentaries depicting the riding culture. Section 2010 funds are not used for this initiative.



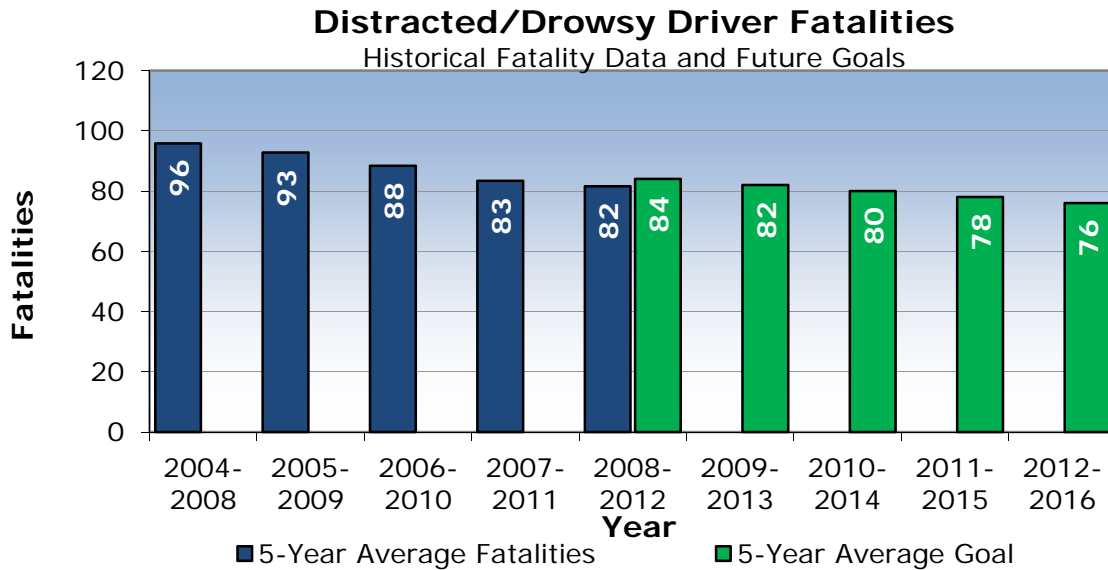
IV. SUMMARY

Pennsylvania continues to maintain a robust and highly popular Motorcycle Training Program. Motorcycle safety outreach efforts are raising awareness and survey results indicate more riders are wearing helmets and other protective gear and are less likely to travel over the posted speed limit. Despite these positive signs motorcycle crashes and fatalities have continued to trend upward over the past few years. The Pennsylvania Motorcycle Steering Committee will 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 be included in both training and outreach efforts.

DISTRACTED DRIVING

Goal: Pennsylvania's goal is to reduce the 5-year average of distracted/drowsy driver fatalities from 83 in 2011 to 82 in 2012.

Result: The 5-year average of distracted/drowsy driver fatalities was 84 in 2012. Goal not met..



SAFETY MEASUREMENTS	OBJECTIVE
Conduct campaign during National Distracted Driving Awareness month in April.	Approximately \$275,000 of state funds were spent on a multifaceted paid media campaign.
Conduct one distracted driving earned media campaign. Use resources available on Distraction.gov	One distracted driving earned media campaign occurred in April in conjunction with the paid media campaign. Distracted Driving press conferences and public services announcements occurred in each district. The events received good coverage from local media outlets.
Conduct 500 "Survival 101" presentations and 500 "Every 16 Minute" presentations. Communicate with all drivers' education instructors.	A total of 406 "Survival 101" and 84 "Every 16 Minutes" presentations were conducted. All driver education courses are contacted.
Have all Community Traffic Safety Projects conduct at least one distracted driving activity per quarter and participate in "Drive Safely Work Week"	In FY 2013, 1,482 distracted driving activities were proposed and 1,206 were completed. Activities were spaced throughout the year and covered "Drive Safely Work Week"

I. DISTRACTED DRIVING COUNTERMEASURE RESULTS

On March 8, 2012 an anti-texting law went into effect in Pennsylvania. The new law made it illegal to text message, instant message, email or use any other written communication composed or received on an Interactive Wireless Communication Device (IWCD). Law enforcement agencies statewide wrote over 1,300 citations during the first full year of the new law. In addition to police departments enforcing the primary law, PennDOT's distracted driving countermeasures focused heavily on public awareness and education.

- PennDOT used approximately \$275,000 in state funds to conduct a media campaign on distracted driving. The campaign featured radio and internet radio advertisements, gas station/convenience store advertising, and online media. Advertisements on Facebook alone garnered 12,930,907 impressions. Distracted Driving messages also ran on closed circuit televisions inside selected high schools. Teen drivers were the primary demographic. The advertising ran state wide during National Distracted Driving Awareness Month in April with more focus in higher crash counties. “Just Drive – Distractions can wait” was the tagline for the campaign.
- In FY 2013, PennDOT designated distracted driving as the earned media theme for the March 18th - April 28th Aggressive Driving Enforcement and Education Wave. This wave was chosen for the earned media theme due to its overlap with National Distracted Driving Awareness Month and in conjunction with statewide distracted driving paid media. A distracted driver can unknowingly commit aggressive driving actions when their eyes are off the road or their attention is elsewhere. While officers were encouraged to primarily enforce aggressive driving actions they were reminded to be vigilant in writing anti-texting citations if the situation presented itself. Distracted Driving press conferences and public services announcements occurred in each district.
- School educational events are traced through our network of Community Traffic Safety Grants. The programs usually focus on all aspects of driver safety. Recently cell phones and distracted driving have become more of a focal point of the presentations. Two school programs that are very well received in PA and are approved for use by NHTSA are “Survival 101” and “Every 16 Minutes”. Both programs are presented by a uniformed police officer and have no cost to the school. A total of 406 “Survival 101” and 84 “Every 16 Minutes” presentations were conducted in FY 2013. The Community Traffic Safety Programs also coordinated with driver education programs to ensure they have a proper distracted driving component of their curriculum.
- The Community Traffic Safety Programs coordinated distracted driving brochures, handouts, and other methods of public outreach to employers and community organizations. In FY 2013, 1,482 distracted driving activities were proposed amongst the 17 statewide Community Traffic Safety Programs. By the end of the fiscal year, 1,206 of the activities were completed. The activities were spaced throughout the year and

covered “Drive Safely Work Week”. Teen and younger drivers were the primary focus groups. The Community Traffic Safety Programs used the resources from the Distraction.gov and JustDrivePA.org webpages.

PLANNING AND ADMINISTRATION

I. OVERVIEW (PA-2013-01-00-00)

In addition to receiving federal Section 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as impaired driving enforcement, seat belt and child passenger safety education and enforcement, and other high priority outreach activities identified by NHTSA. FY 2013 marked the first year of funding through the new transportation legislation: MAP-21. Due to the timing of the announcement, applications for funding were required for submission at the end of March (FY 2013 funds) and at the beginning of July (FY 2014 funds).

In FY 2013, funds were awarded through 82 state and local agreements. The implementation of dotGrants, our electronic grants management system, has made the process of applying and approving funding more efficient and timely. In order to have a coordinated program and ensure that Pennsylvania is following both Federal and State laws and procedures, a dedicated staff is required.

SAFETY MEASUREMENTS	RESULTS
Issue approximately 100 or more projects to various state and local agencies by September 30, 2012 for FFY2013 beginning October 1, 2012.	82 projects were funded in FY 2013. This includes 17 Community Traffic Safety Programs, 49 Impaired Driving Programs, 4 DUI Courts, 6 agreements with state agencies/other PennDOT Bureaus, 4 statewide municipal enforcement and LEL grants, and 2 contracts for statewide technical support and education (DUI and CPS).
Perform approximately 82 on-site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2013.	40 site visits, each of which included a fiscal audit, were performed by September 30, 2013. In addition, staff reviewed complete backup financial documentation for one invoice per quarter for each assigned project (328 reviews).
Create one Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2012.	Completed.
Prepare 402 Application for funding to NHTSA and submit no later than March 30, 2013.	Completed. Funding awarded.

Prepare 405b (Occupant Protection) Applications for funding to NHTSA and submit no later than March 30, 2013 (FFY2013 funds) and July 1, 2014 (FFY2014 funds).	Completed. Funding awarded.
Prepare 405c (Traffic Records) Application for funding to NHTSA and submit no later than March 30, 2013 (FFY2013 funds) and July 1, 2014 (FFY2014 funds).	Completed. Funding awarded.
Prepare 405d (Impaired Driving) Application for funding to NHTSA and submit no later than March 30, 2013 (FFY2013 funds) and July 1, 2014 (FFY2014 funds).	Completed. Funding awarded.
Prepare 405e (Distracted Driving) Application for funding to NHTSA and submit no later than March 30, 2013 (FFY2013 funds).	Completed. Funding was not awarded. PA did not qualify for this funding because the Texting Ban law did not meet the requirements set forth in 405e.

II. GRANT TRAINING (CP-2013-04-00-00)

The Highway Safety Office maintains a budget for related travel and training. Due to overnight and out-of-state travel restrictions, this travel budget makes it possible for Highway Safety Office Staff and other related staff to attend trainings and meetings that would otherwise not be allowable. During FFY 2013, funds from this budget were used to reimburse travel for District Safety Press Officers to attend the annual Traffic Safety Grantees Workshop. Safety Press Officers are an integral part of PennDOT's regional approach to highway safety.

STATE AND FHWA FUNDED PROGRAMS

I. EMERGENCY MEDICAL SERVICES

PennDOT has continued to work with the Division of Emergency Medical Services (EMS) Office and the Bureau of Chronic Diseases and Injury Prevention (BCDIP) of the Pennsylvania Department of Health.

The Bureau of Maintenance and Operations (BOMO) worked closely with the BCDIP to address child passenger safety and seat belt issues throughout the year. BCDIP also provides funding received from the Center for Disease Control to the PA SAFE KIDS organization. The Department of Health and PA SAFE KIDS utilizes PennDOT's materials to promote child passenger safety and seat belt use.

II. IGNITION INTERLOCK

The Pennsylvania Ignition Interlock law requires an individual convicted of a second or subsequent DUI offense in the past 10 years to have an approved ignition interlock installed on each motor vehicle they own, operate, or lease for one year before they are eligible to apply for an unrestricted driver's license.

A summary of the statistics for Pennsylvania drivers in the ignition interlock program for FY 2013 are as follows:

- 6,774 program participants
- 5,732 installations (5,847 in 2012)
- Drove over 59 million sober miles
- Performed over 12.4 million breath tests
- Participants failed 42,632 tests with Breath Alcohol Concentrations (BrAC) ranging from 0.025 to 0.079 percent, 2,638 tests with a BrAC ranging from 0.08 to 0.099 percent, 2,863 tests with a BrAC ranging from 0.10 to 0.159 percent, and 1,352 tests with a BrAC at 0.16 or higher.
- 49,485 (54,417 in 2012) attempts to operate vehicles on Pennsylvania's roadways with an operator's BrAC greater than or equal to 0.025 percent were prevented by the use of ignition interlock devices.

SAFETY COMMUNICATIONS

I. PAID MEDIA (STATE FUNDS)

In FY 2013, the Pennsylvania Department of Transportation (PennDOT) used state funds to support paid advertising activities in DUI, Click it or Ticket, and Distracted Driving. The Governor's Office of Press and Communications encouraged agencies to utilize funding through the year to maintain the "brand identity" for initiatives.

- PennDOT purchased "Just Drive – Safe and Sober" paid media messages for DUI during the Independence Day and Labor Day enforcement crackdowns. Roughly \$275,000 was spent on the Independence Day campaign and \$300,000 was spent on the Labor Day Campaign. The buys had online advertising, radio, and lifestyle advertising at convenience stores/gas stations.
- PennDOT purchased media for seat-belt safety using the "Just Buckle Up – A Click Can Save Your Life" slogan. The campaign occurred during the national mobilization in May. Radio messages, online ads, and gas/convenience store advertising made up a majority of the advertising. Males 18-54, night-time, pickup truck drivers were the target age group. Roughly \$295,000 was spent on the campaign.
- PennDOT used approximately \$275,000 in state funds to conduct a media campaign during National Distracted Driving Awareness Month. "Just Drive – Distractions can wait" was the tagline for the campaign. The campaign featured radio and internet radio advertisements, gas station/convenience store advertising, and online media. Teen drivers were the primary demographic.

II. PUBLIC INFORMATION AND EDUCATION (PI&E) PROGRAM MATERIALS (CP-2013-03-00-00)

The Bureau of Maintenance and Operations updated several brochures and educational pieces that were made available free to the general public. The brochures covered many different highway safety focus area such as seat belts, child passenger safety, school bus safety, DUI prevention, bicycle/pedestrian/motorcycle safety, winter driving, aggressive driving prevention, rail-highway safety, and truck safety.

This project also provided funding to pay for printing done by the PennDOT Graphic Services Center, paid for the services of Commonwealth Media, and for the creative development of materials through the state contractor Neiman Group. Professionally done videos and other materials were also purchased as part of our educational program activities

In 2013 PennDOT unveiled a state-wide Yellow Dot Program funded under PI&E. This program was designed to help save lives in the critical time right after a crash referred to as the “golden hour.” Program participants receive a Yellow Dot decal for their rear windshield and a folder to hold medical information about the participant. The folder provides first responders with emergency contact information, medical conditions, allergies and medications along with a photograph to help identify the vehicle occupant. PennDOT feels having this information will allow faster and more efficient treatment in that vital first hour. Approximately 150,000 Yellow Dot folders were distributed in 2013.

III. EARNED MEDIA (STATE FUNDS)

PennDOT’s Central Press Offices, regional Safety Press Officers and various safety partners continued to carry the bulk of our safety messaging through the year. Using the NHTSA Communications Calendar as a guide, the offices issued press releases promoting enforcement activities, law-enforcement training, community events, and more.

In the spring, we continued our safety radio PSA contest for high-school students. This involved soliciting entries from across the state and selecting winners based on our Engineering Districts. The winning entries were professionally recorded and shared with regional media statewide.

IV. SOCIAL MEDIA (STATE FUNDS)

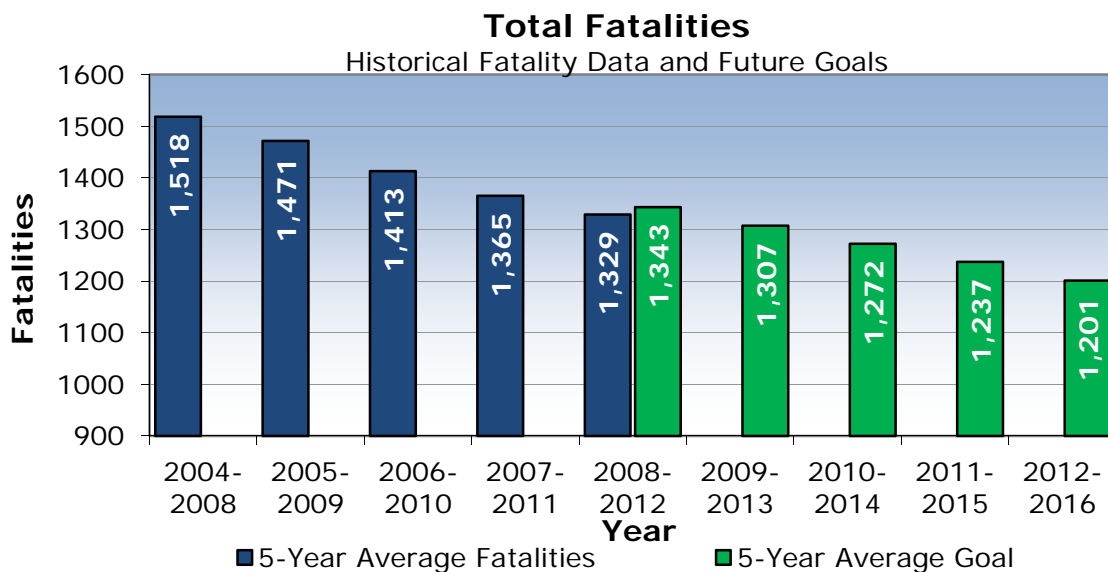
Since 2010, PennDOT has maintained a Twitter account, PennDOTNews. Safety messages are continually pushed during waves, as well as safety tidbits, and increasing the reach of other safety partners like @NHTSAgov and AAA. The PennDOT Press Office also maintains a facebook and You Tube account

NHTSA PERFORMANCE MEASURES

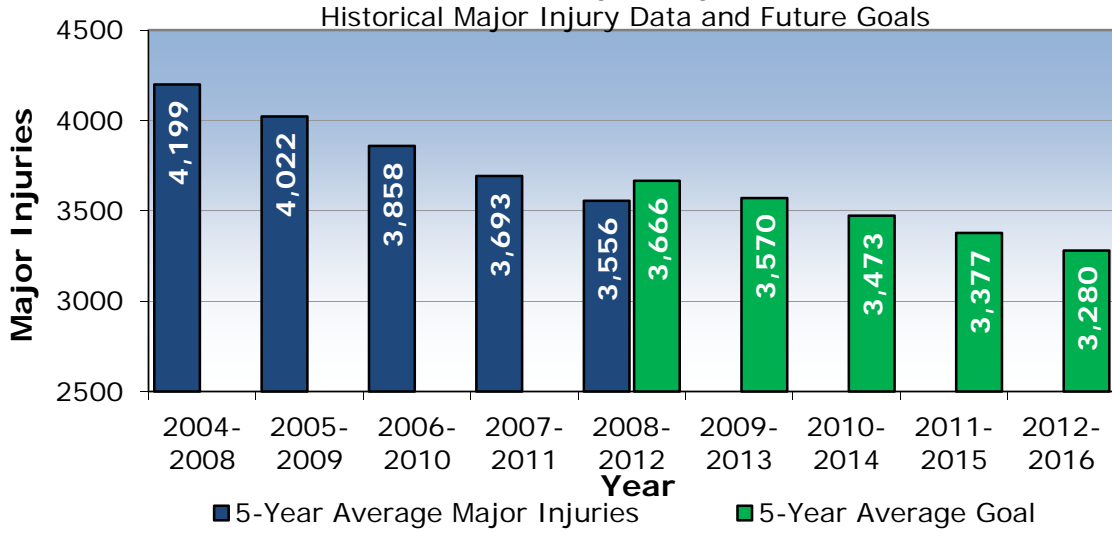
The National Highway Traffic Safety Administration (NHTSA) established a new requirement in FY 2010 for state's receiving federal traffic safety grant funds. Applicable states are now required to report on 14 performance measures that include a variety of highway safety focus areas, and specific NHTSA funded enforcement statistics. Listed below are the NHTSA identified performance measures and each respective graph:

NHTSA Performance Measures	
Measurement	Description/Objective
Traffic Fatalities	Reduce the number of traffic fatalities
Number of Serious Injuries	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 .08 or higher
Speeding Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding
Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles
Unhelmeted Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to un-helmeted motorcyclists
Drivers age 20 or less 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
Seat Belt Usage	Observe and collect, per 2008 Methodology, seat belt observations to calculate the statewide seat belt usage rate
Seat Belt Citations	Collect the amount of seat belt citations issued resulting from federally funded local projects
DUI Arrests	Collect the amount of DUI Arrests issued resulting from federally funded local projects
Speeding Citations	Collect the amount of speeding citations issued resulting from federally funded local projects

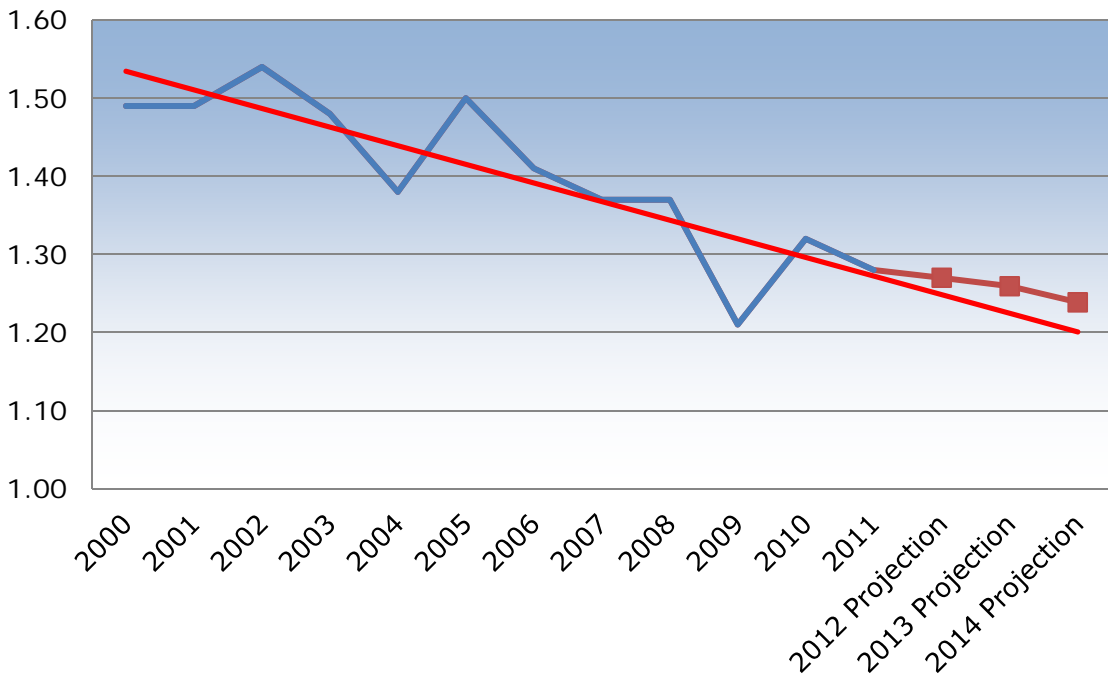
Pennsylvania					
NHTSA Core Performance Measures					
	2008	2009	2010	2011	2012
Total Fatalities	1,468	1,256	1,324	1,286	1,310
Number of Serious Injuries	3,897	3,498	3,556	3,402	3,444
Unrestrained Passenger Vehicle Fatalities	554	446	507	496	498
Fatalities Involving Drivers Age 20 or less	224	199	201	200	194
Alcohol-Related Fatalities	499	399	424	407	408
Speeding Related Fatalities	718	634	702	615	614
Motorcycle Fatalities	239	204	223	199	210
Unhelmeted Motorcycle Fatalities	117	100	126	94	102
Pedestrian Fatalities	137	134	145	147	163
Seat Belt Usage	86.70%	87.90%	86.00%	83.82%	83.51%
Fatalities Per VMT	1.37	1.22	1.32	1.28	N/A
Areas tracked but no goals set					
Speeding Citations	101,148	123,198	80,054	126,826	141,956
Seat Belt Citations	20,803	20,708	26,764	20,135	17,641
DUI Arrests	3,432	5,275	5,151	3,728	7,328
Citations shown resulted from grant funded activities.					

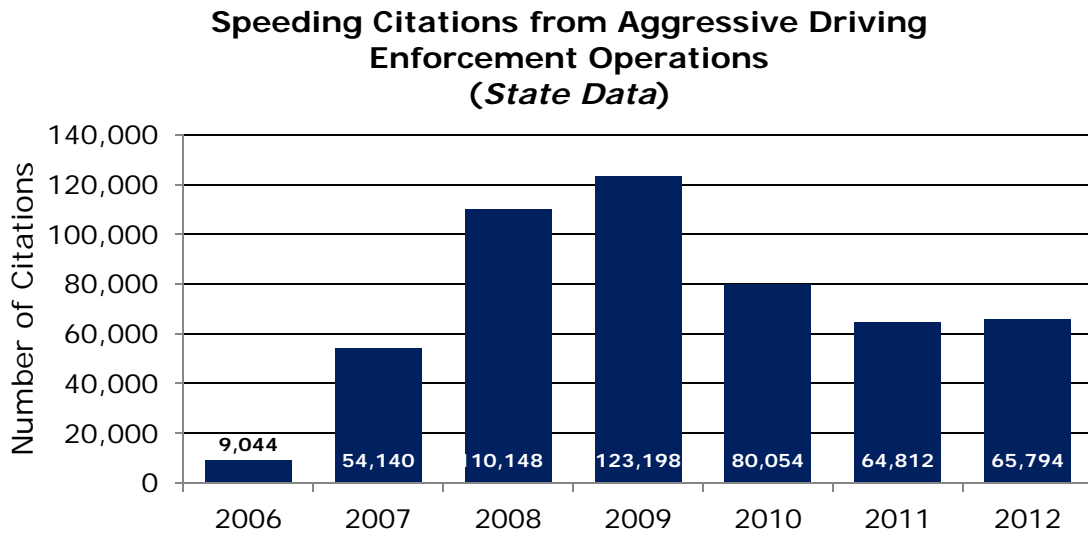
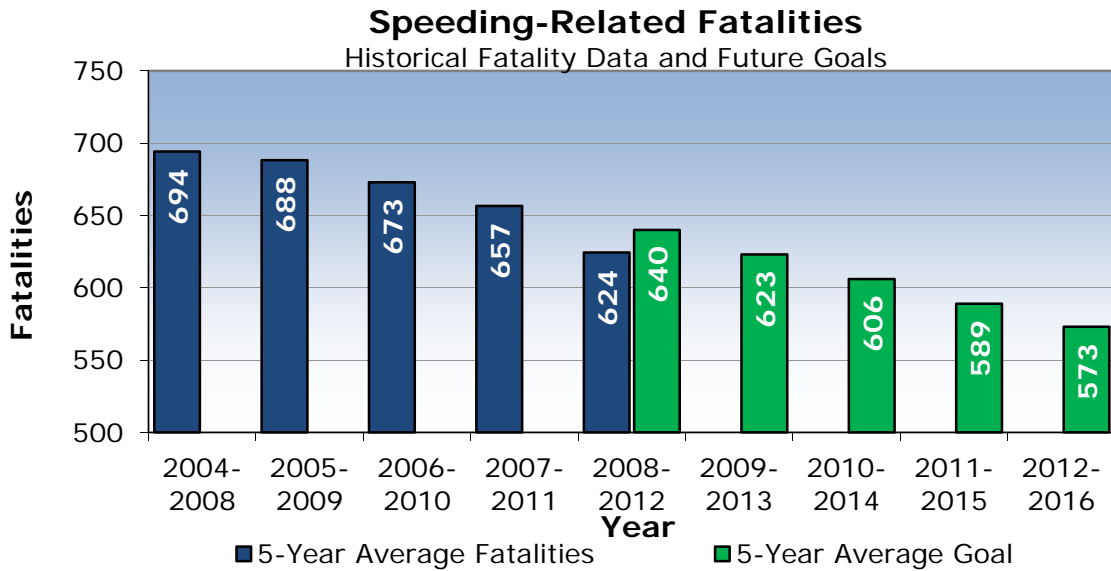


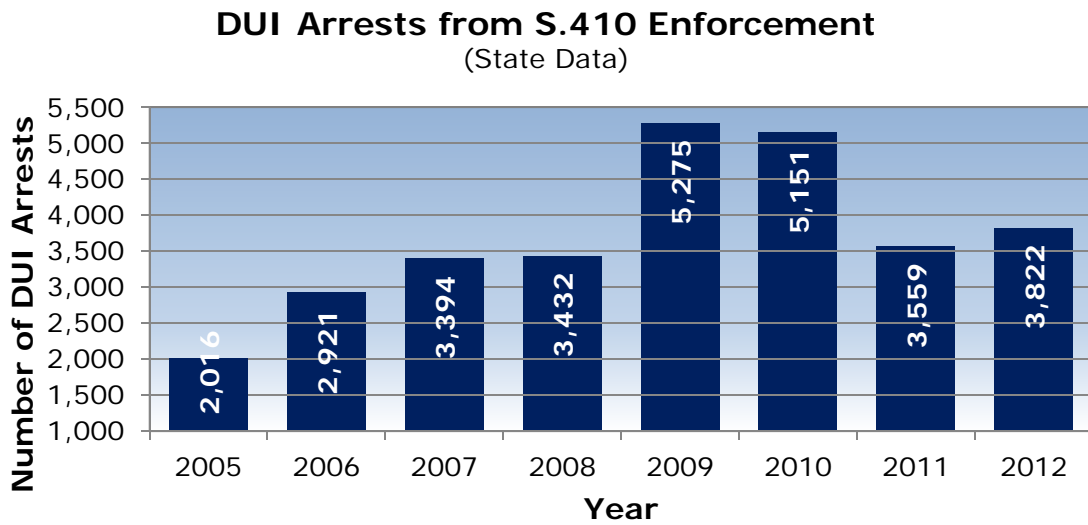
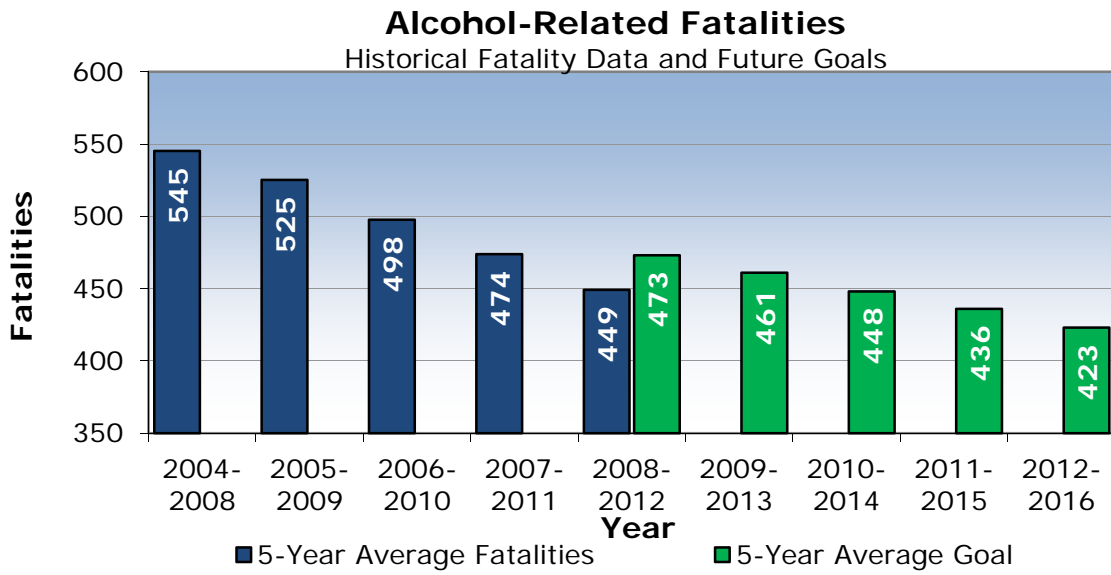
Total Major Injuries



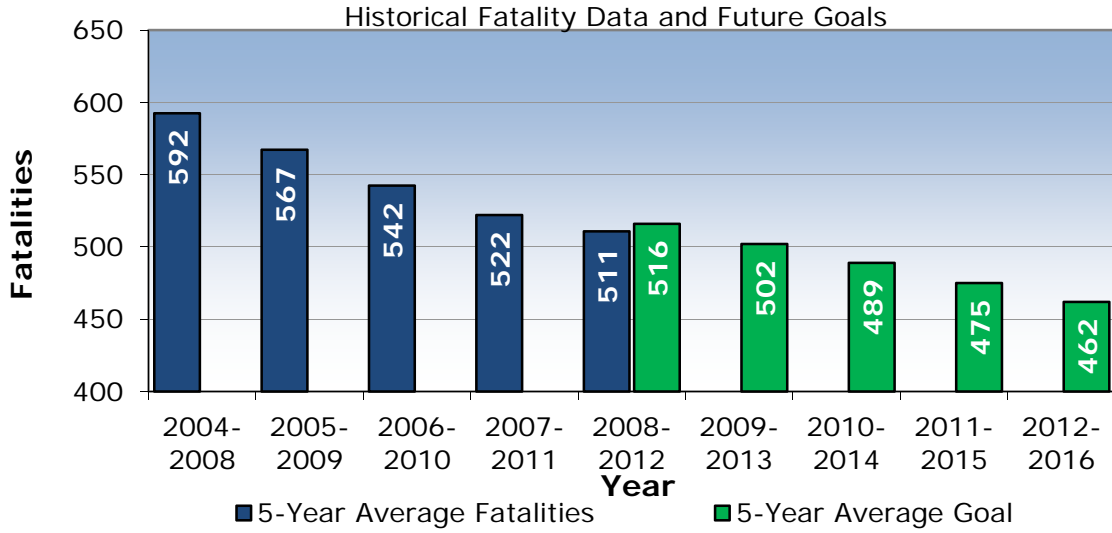
Fatalities per 100M Vehicle Miles Traveled (FARS)



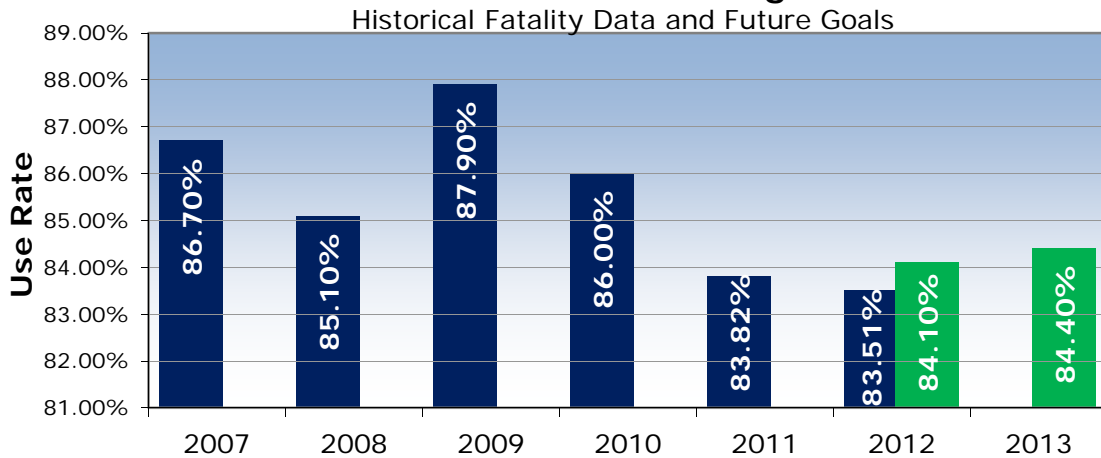




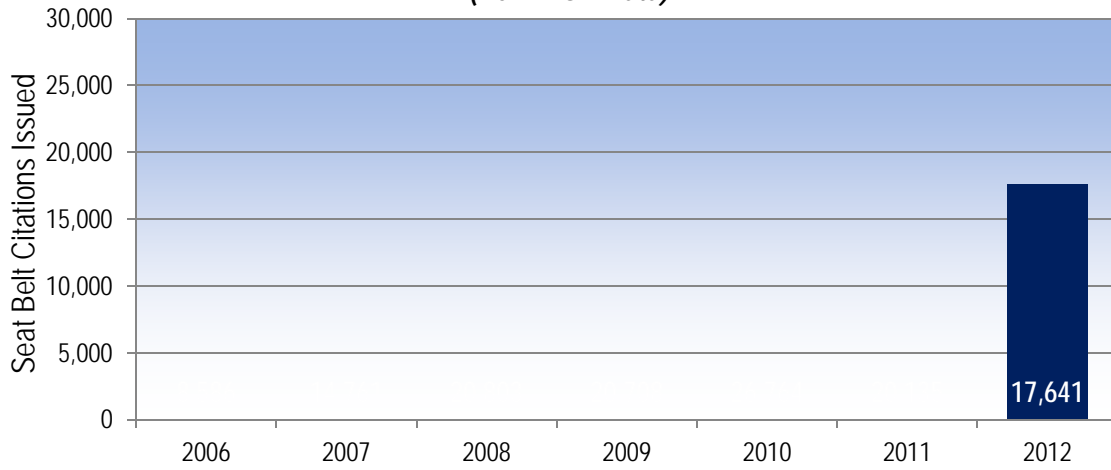
Unbelted Fatalities



Observed Seat Belt Usage Rate

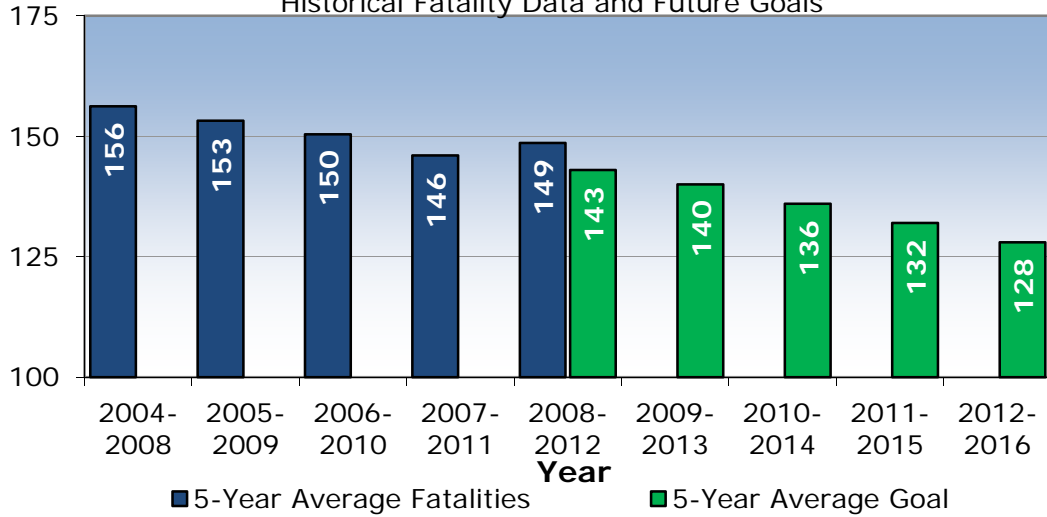


Seat Belt Citations Issued During Grant Operations FFY2006-2011
(PennDOT Data)

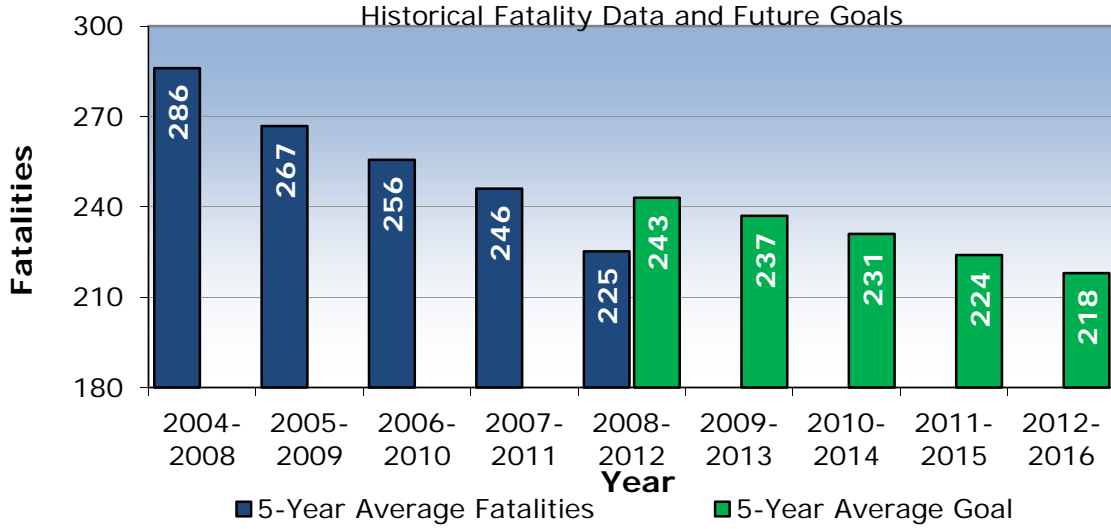


Pedestrian Fatalities

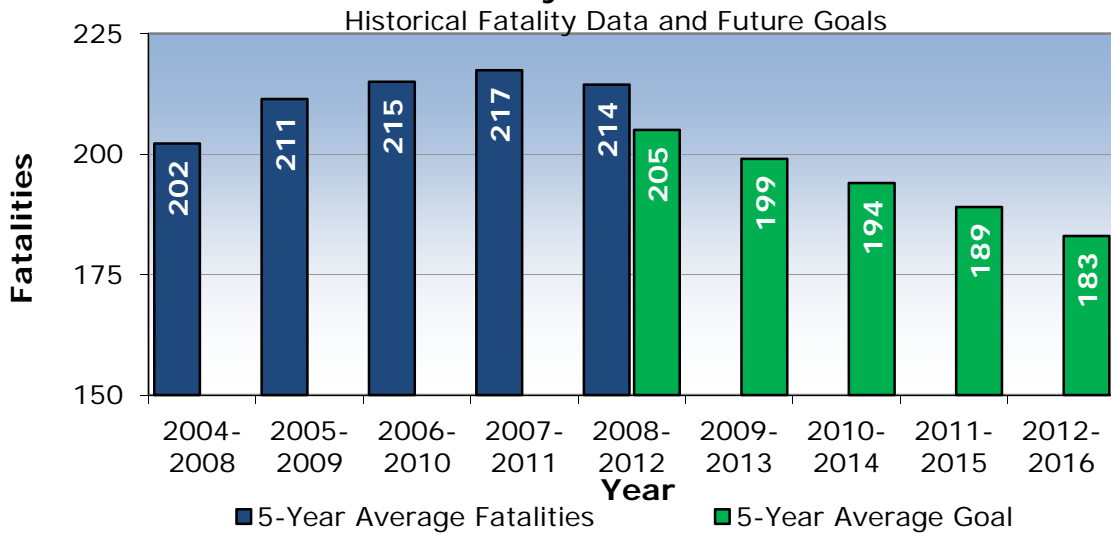
Historical Fatality Data and Future Goals



Fatalities Involving Teen Drivers (Age 16-20)



Motorcyclist Fatalities



ATTITUDE & AWARENESS SURVEY

As a part of the NHTSA performance measures an attitude and awareness survey was performed. The survey included a core set of NHTSA identified questions and a few supplementary questions that were identified as specific highway safety concerns in the Commonwealth. The attitude and awareness survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, motorcycles, and distracted driving. New to the survey this year the survey asked respondents to rank what they considered their top highway safety concern. The survey results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts.

The FY 2013 survey period was shortened to two weeks, beginning July 19, 2013, and remained open until August 2, 2013. To administer the survey PennDOT developed a web based survey tool and utilized PennDOT's, www.JustDrivePA.org, website as the host for respondent traffic. To help promote the survey PennDOT issued a statewide press release.

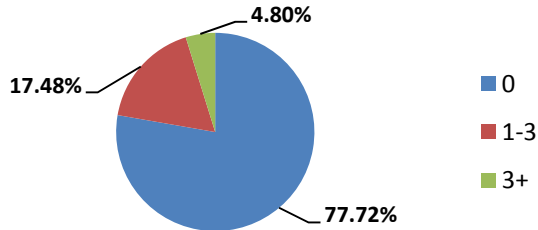
In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a "licensed driver" and their County were included in the survey. Listed below is a summary of the survey's results:

Demographics

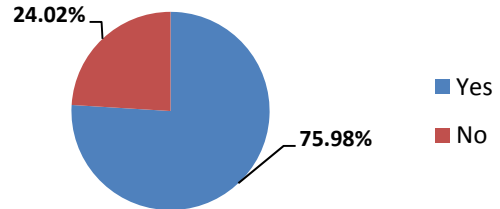
- **2,200 ↓ Pennsylvania drivers responded (3,200 – 2012; 3,500 – 2011; 3,800 - 2010):**
 - **Sex:**
 - Male – 63.11 % ↑ from 57.0 % in 2012 (56.2% - 2011)
 - Female – 36.89% ↑ from 43.0% in 2012 (40.8% - 2011)

Impaired Driving

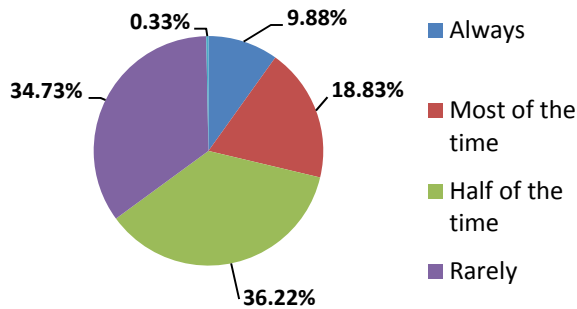
In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



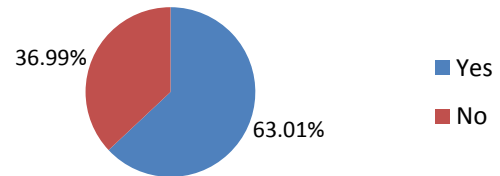
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?



What do you think the chances are of someone getting arrested if they drive after drinking?

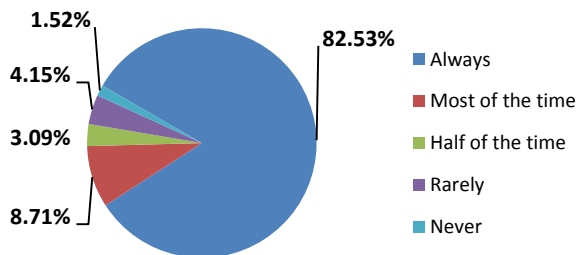


In Pennsylvania, people convicted of a second or subsequent offense of DUI are required to have an ignition interlock system installed on their vehicle for one year. Would you support a law that requires any person convicted of a first or subsequent DUI?

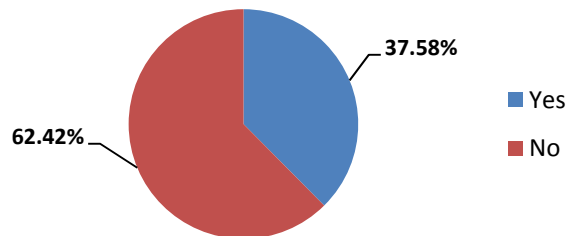


Seat Belt Use

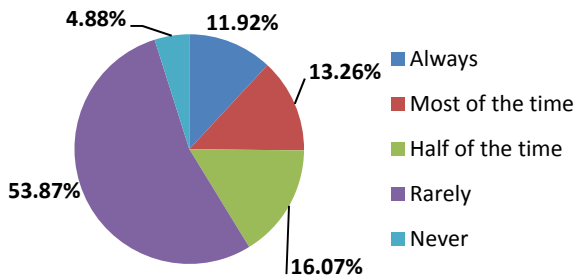
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?



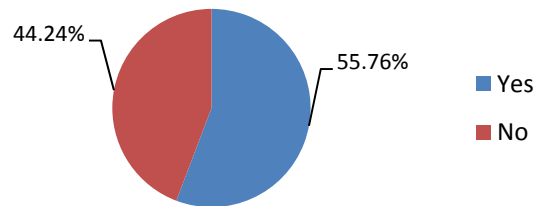
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?



What do you think the chances are of getting a ticket if you don't wear your safety belt?

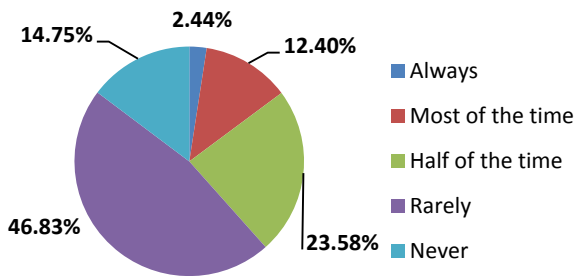


Would you support a law that made it a primary offense for adults in the front seat of a vehicle to not wear a seat belt?

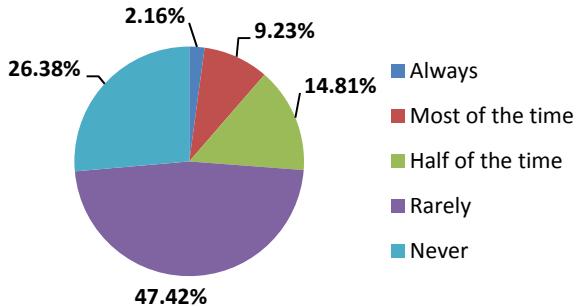


Speeding and Aggressive Driving

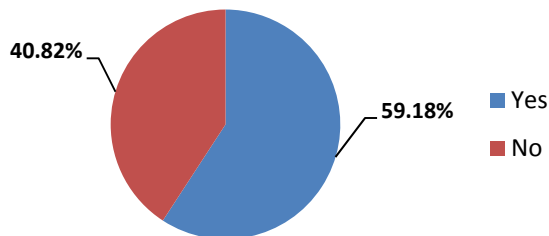
On a local road with a speed limit of 25 mph, how often do you driver faster than 35 mph?



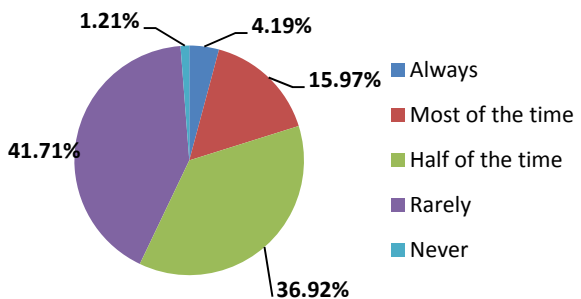
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?



In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

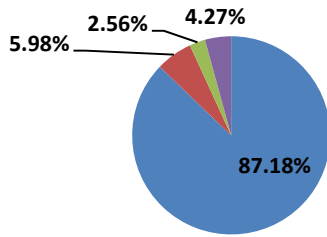


What do you think the chances are of getting a ticket if you drive over the speed limit?

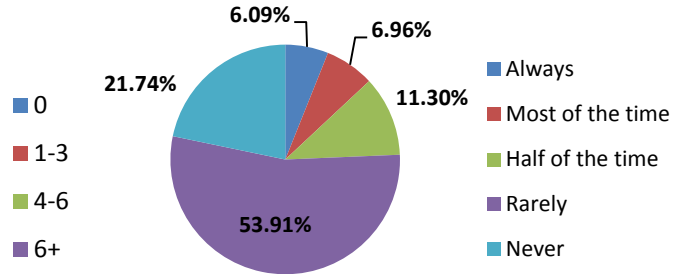


Motorcycle Riders

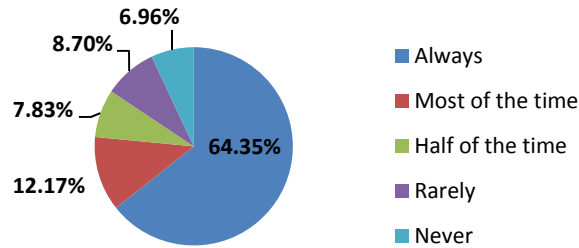
In the past 60 days, how many times have you driven a motorcycle within two hours after drinking alcoholic beverages?



While riding your motorcycle, how often do you speed (10 miles per hour or more over the posted speed limit)?

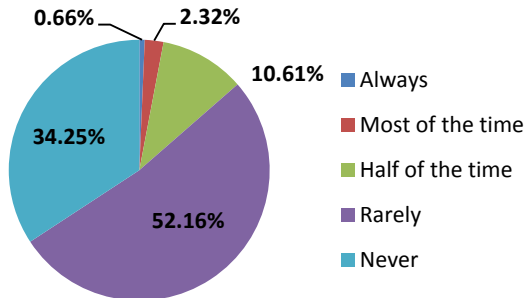


How often do you and your passengers wear helmets and other protective gear while riding on a motorcycle?

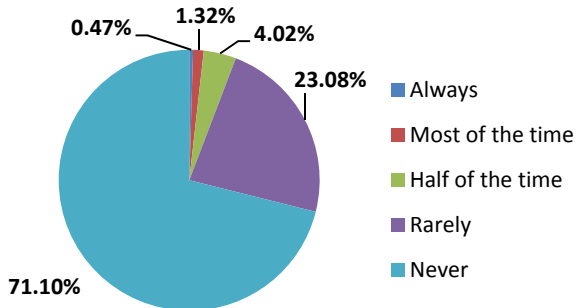


Distracted Driving

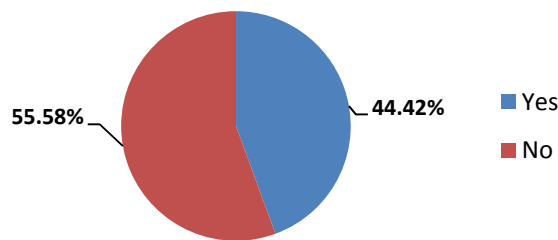
How often do you drive while talking on a hand-held cell phone?



How often do you text or check email while driving?



Do you use a hands-free device if you must talk on a cell phone call while driving?



Overview of Results

The FFY 2013 survey saw results consistent with historical numbers across all highway safety focus areas. More specific information is listed below.

Impaired Driving

- ❖ In 2013, the respondents perception of impaired driving media and new ignition interlock legislation remained relatively consistent with the exception of the respondent's perception of the chance of being arrested for impaired drivers:
 - The majority (64.96% ↓ from 68.31%, 62.79% in 2010, and 49.78% in 2010) of people thought that a drinking driver will be arrested at least "half the time".
- ❖ 63% (↓ from 67%; 63% in 2011) of respondents said, "Yes", they would support a law that requires any person convicted of their first DUI to have ignition interlock installed

in their vehicle.

Occupant Protection

- ❖ 82.53% ↓ (83.33% - 2012) of respondents said they “always” utilize seat belts. This is consistent with previous years and the observed seat belt rate for 2013.
 - 91.24 ↓ (92.69% in 2012) of respondents say they wear their seat at least, “most of the time”.
- ❖ 56% ↓ (59% - 2012; 56.71% - 2011) of respondents said, “Yes”, they would support a law that would make it a primary offense for adults who are not wearing a seat belt in the front seat of a vehicle.
- ❖ 41.61% of respondents thought there was a chance of receiving a seat belt citation at least “half the time” (43.29% -2012; 41.57% - 2011; 28.22% in 2010).

Speeding and Aggressive Driving

- ❖ 59.18% ↑ (54.44% - 2012, 58.51 - 2011) of respondents said they heard or seen anything about speed enforcement in the prior 30 days:

Motorcycle

The format of the survey for the motorcycle section was adjusted this year to try to remove unwanted information. If a respondent selected, “No”, they weren’t a motorcycle rider the survey automatically skipped the relevant questions. It should be noted, we still saw conflicting numbers as 29% of respondents said they were a motorcycle rider, but only 5% answered the questions.

- ❖ 84.35% ↑ of respondents who ride motorcycles indicated they always wear helmets and other protective gear while riding (71.1% - 2012; 66.45% in 2011)

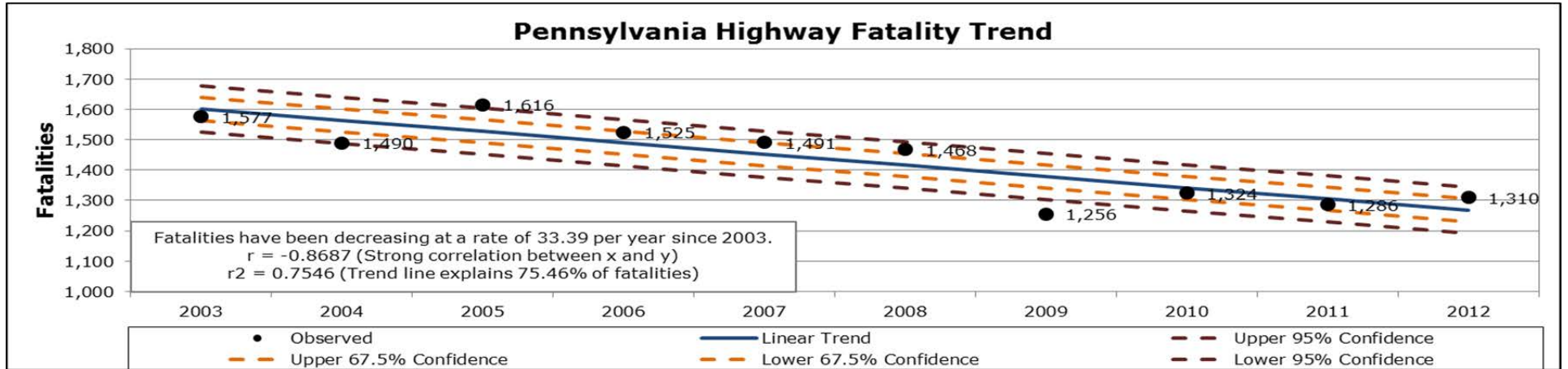
Distracted Driving

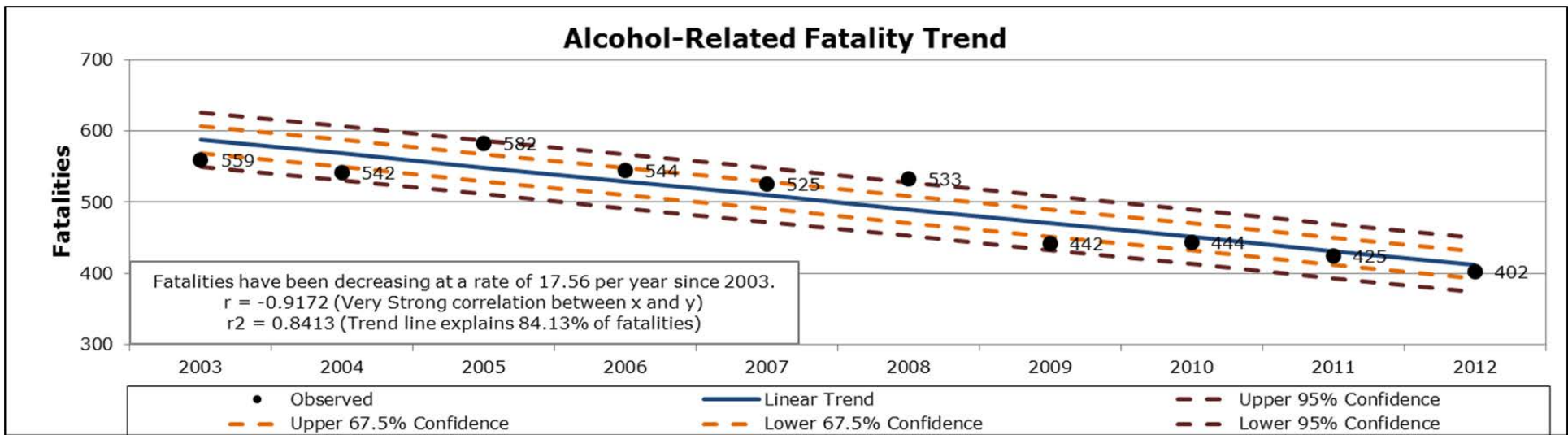
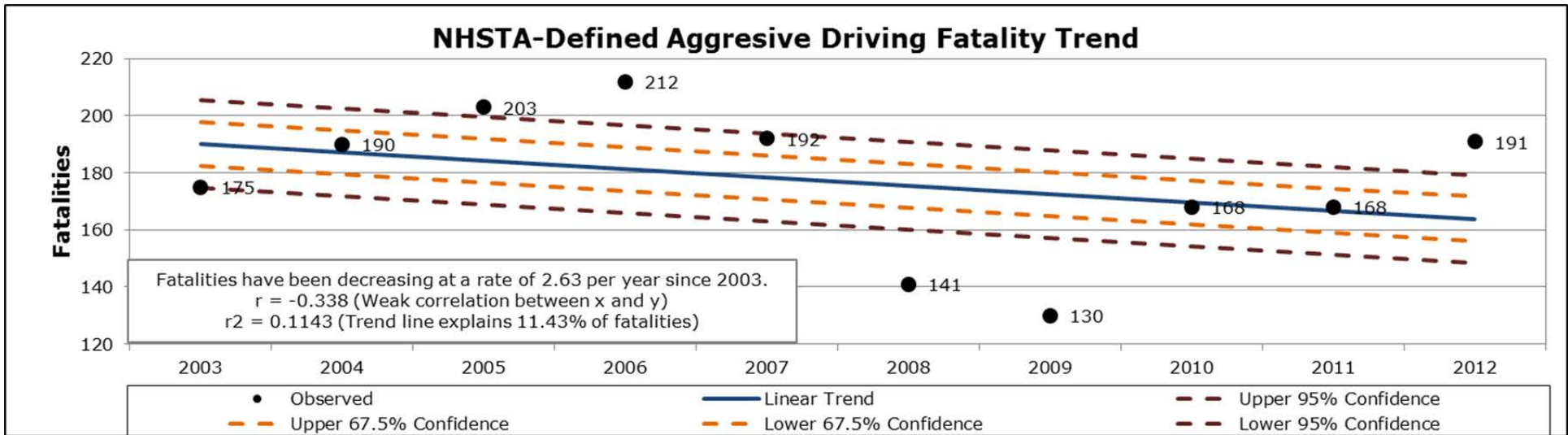
- ❖ Most respondents (94.18 ~ to 94.9% in 2012; 91.46% - 2011, and 92.57% - 2010) indicated that they “never” or “rarely” text or check email on a cell phone while driving.

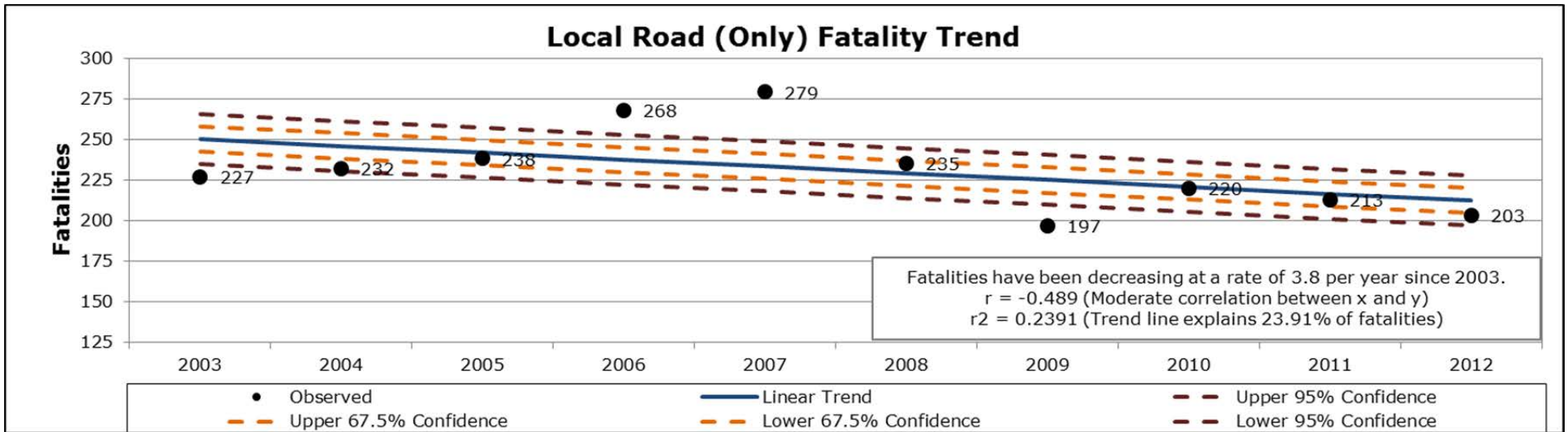
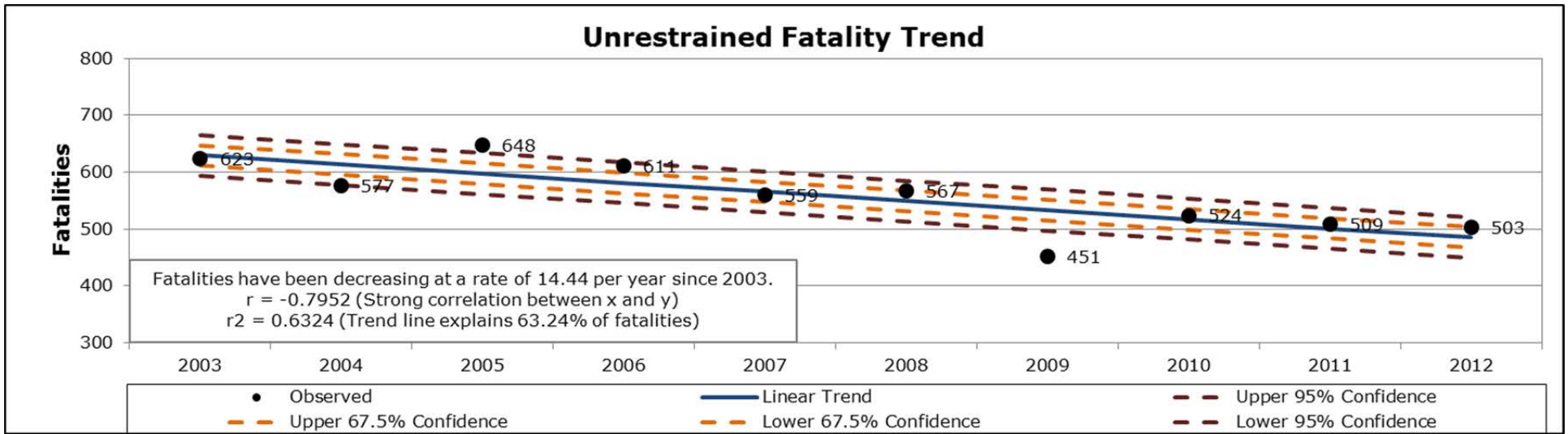
APPENDIX A:
FEDERAL FISCAL YEAR 2013
HIGHWAY SAFETY PROGRAM EXPENDITURES

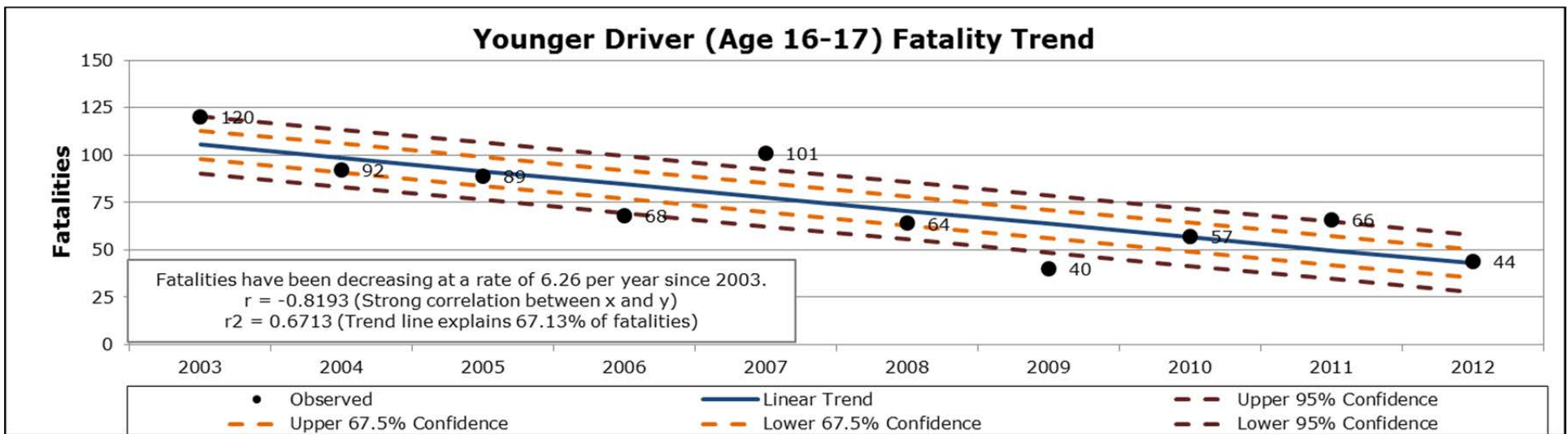
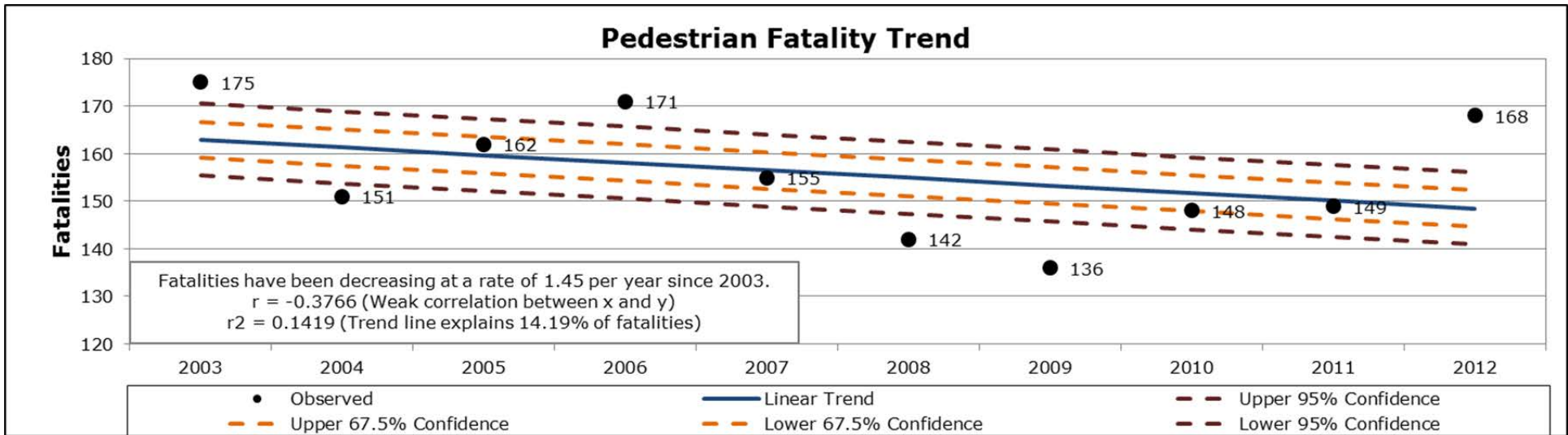
Federal Fiscal Year 2013 Highway Safety Program Expenditures			
Program Area	CFDA	Program Description	Expended Funds
PA-2013-01-00-00	20.600	Planning & Administration	\$298,359.36
OP-2013-01-00-00	20.600	Occupant Protection Enf. & Edu. Program	\$203,416.00
OP-2013-02-00-00	20.600	PA State Police Occupant Protection	\$17,111.16
PT-2013-01-00-00	20.600	PA State Police Police Traffic Services	\$1,755,164.62
PT-2013-02-00-00	20.600	Corridor Safety Enforcement	\$117,832.00
PT-2013-03-00-00	20.600	Aggressive Driving Enforcement & Education Program (local)	\$1,625,963.00
PT-2013-04-00-00	20.600	Dept. Ed Institute for Law Enforcement Training (402)	\$207,857.83
CP-2013-01-00-00	20.600	PA Community Traffic Safety Projects	\$2,585,995.45
CP-2013-02-00-00	20.600	Traffic Injury Prevention Program	\$363,856.98
CP-2013-03-00-00	20.600	Public Information & Education	\$42,840.45
CP-2013-04-00-00	20.600	Grant Program Training Needs	\$390.08
RS-2013-01-00-00	20.600	Local Technical Assistance Program	\$338,063.73
Subtotal CFDA #20.600 (§ 402)			\$7,556,850.66
K2-2013-01-00-00	20.602	PA State Police - Occupant Protection Enf. & Edu. Program	\$128,011.06
K2-2013-02-00-00	20.602	Occupant Protection Enforcement & Education Program (local)	\$330,424.56
Subtotal CFDA #20.602 (§ 405)			\$458,435.62
K9-2013-01-00-00	20.610	Traffic Records Coordinating Committee Projects	\$897,636.00
Subtotal CFDA #20.610 (§ 408)			\$897,636.00
K8-2013-01-00-00	20.601	PA State Police - Impaired Driving Program	\$682,057.04
K8-2013-02-00-00	20.601	Local Police - Impaired Driving Programs	\$621,909.85
K8-2013-03-00-00	20.601	DUI Court Programs	\$126,384.58
K8-2013-04-00-00	20.601	Dept. Ed Institute for Law Enforcement Training (405d)	\$336,989.20
K8-2013-05-00-00	20.601	PA DUI Association Tech. Services Program	\$272,278.23
Subtotal CFDA #20.601 (§ 410)			\$2,039,618.90
K6-2013-01-00-00	20.612	Motorcycle Safety Initiatives	\$187,316.24
Subtotal CFDA #20.612 (§ 2010)			\$187,316.24
K3-2013-01-00-00	20.613	Child Passenger Safety Projects	\$435,395.87
Subtotal CFDA #20.613 (§ 2011)			\$435,395.87
M2HVE-2013-01-00-00	20.616	PA State Police - Occupant Protection Enf. & Edu. Program	\$425,058.82
M2HVE-2013-02-00-00	20.616	Occupant Protection Enforcement & Education Program (local)	\$657,224.41
Subtotal CFDA #20.616 (§ 405b)			\$1,082,283.23
M5HVE-2013-01-00-00	20.616	PA State Police - Impaired Driving Program	\$1,004,625.77
M5HVE-2013-02-00-00	20.616	Local Police - Impaired Driving Programs	\$1,657,084.15
M5HVE-2013-03-00-00	20.616	PA DUI Association	\$495,220.80
M5CS-2013-01-00-00	20.616	DUI Court Programs	\$69,422.42
M5TR-2013-01-00-00	20.616	Dept. Ed Institute for Law Enforcement Training (405d)	\$212,377.32
Subtotal CFDA #20.616 (§ 405d)			\$3,438,730.46
M9MA-2013-01-00-00	20.616	Motorcycle Safety Initiatives	\$80,210.77
Subtotal CFDA #20.616 (§ 405f)			\$80,210.77
Total NHTSA			\$16,176,477.75

APPENDIX B: YEARLY STATISTICAL ANALYSIS

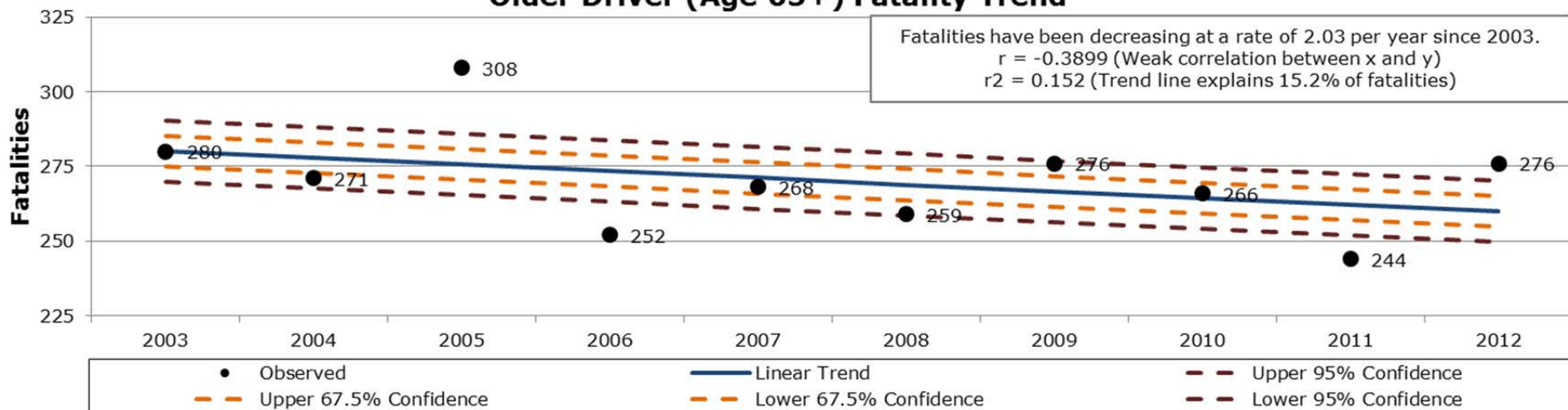




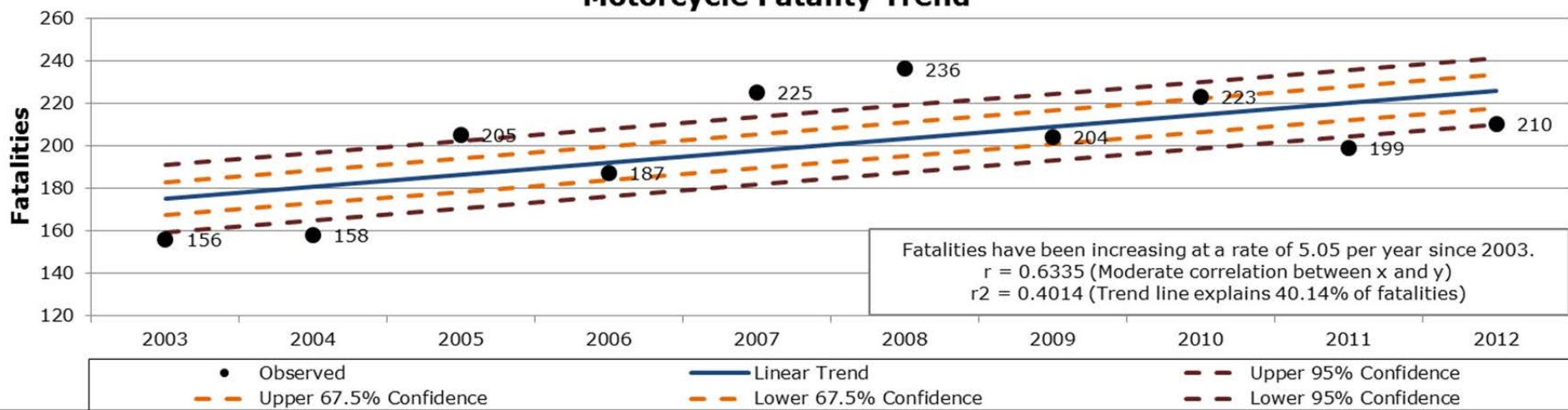




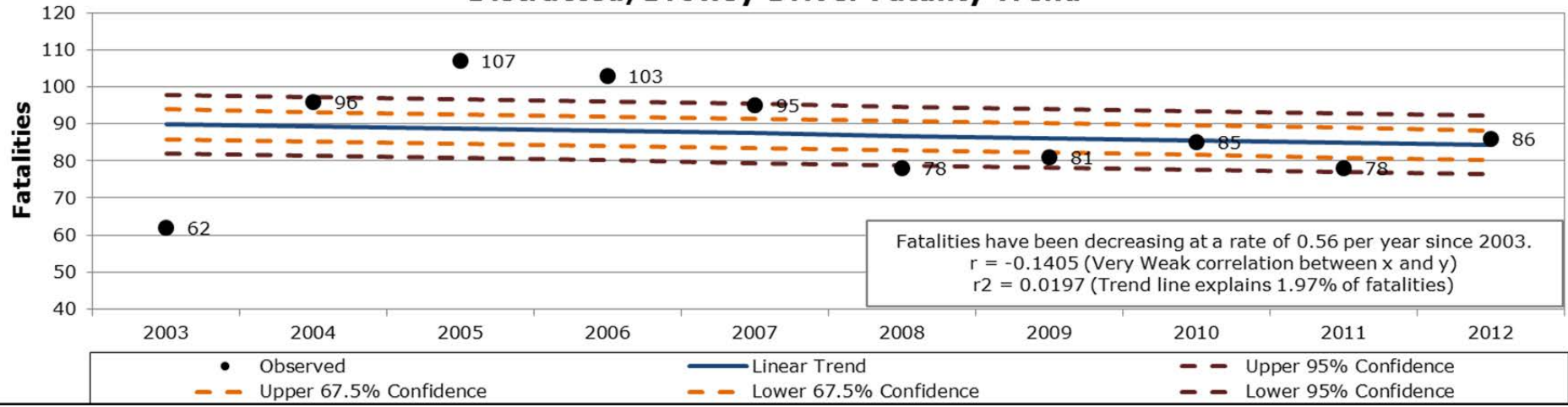
Older Driver (Age 65+) Fatality Trend



Motorcycle Fatality Trend



Distracted/Drowsy Driver Fatality Trend





drive safe PA