Community Traffic Safety Grant Program Changes

Hosted by the Pennsylvania Highway Safety Office
February 6 & 8, 2018
WEBINAR DISCUSSION OBJECTIVES

• Background
• Safety Grants – Overview
• Current Programs
• Program Coordination
• Community Traffic Safety Projects – General
• Overview of CTSP Program Changes
• Other Administrative Notes
• Additional Information
• Final Thoughts
• Questions & Answers
### 10 Leading Causes of Injury Deaths by Age Group Highlighting Unintentional Injury Deaths, United States – 2015

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<th>Rank</th>
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**Data Source:** National Center for Health Statistics (NCHS), National Vital Statistics System.  
**Produced by:** National Center for Injury Prevention and Control, CDC using WISQARS™.
# Economic Loss Due to Reportable Traffic Crashes

<table>
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<tr>
<th>Severity</th>
<th>Number</th>
<th>Average Cost</th>
<th>Estimated Total Costs</th>
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<tbody>
<tr>
<td>Fatalities (persons)</td>
<td>1,188</td>
<td>$6,685,345</td>
<td>$7,942,189,658</td>
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<tr>
<td>Suspected Serious Injury (persons)</td>
<td>4,397</td>
<td>$1,478,907</td>
<td>$6,502,754,255</td>
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<td>Suspected Minor Injury (persons)</td>
<td>26,284</td>
<td>$99,235</td>
<td>$2,608,280,387</td>
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<tr>
<td>Possible Injury (persons)</td>
<td>23,050</td>
<td>$7,755</td>
<td>$178,752,750</td>
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<tr>
<td>Property Damage Only (crashes)</td>
<td>68,447</td>
<td>$3,102</td>
<td>$212,322,594</td>
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<td>Unknown Severity (persons)</td>
<td>29,240</td>
<td>$7,755</td>
<td>$226,756,200</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$17,671,055,843</strong></td>
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In 2016, the economic loss due to traffic crashes was **$1,382** to every man, woman, and child in Pennsylvania.

The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a fatality in 2016.

2016 Pennsylvania Crash Facts and Statistics
BACKGROUND - GOVERNING REGULATIONS

Highway Safety Act 1966

23 U.S.C. 402
In Pennsylvania:

• Governor Wolf designated George W. McAuley, Jr., P.E., PennDOT Deputy Secretary for Highway Administration, as his Governor’s Representative for Highway Safety to administer the PA Highway Safety Program.

• The Bureau of Maintenance and Operations (BOMO) manages the development and implementation of the program.
Overview

- www.penndot.gov/safety
  - Safety Grants


- Structured on the federal fiscal year (10/1 – 9/30).
Overview

• Use of funds is restricted by the requirements of federal legislation and PA Title 75. **Funds cannot be used for traffic safety infrastructure/roadway improvements.**

• Grant applications must be data-driven promoting evidence-based countermeasures supporting **behavioral** traffic safety improvements.

• Applications must clearly identify and define problems and relate this data to broad program area goals and specific countermeasures to be implemented.
Funding

- Project funding is provided under CFDA numbers 20.600 (23 U.S.C. § 402) and 20.616 (23 U.S.C. § 405).
- Most program budgets utilize an allocation formula based on reportable crashes.
- These are cost-reimbursement grants.
SAFETY GRANTS - OVERVIEW

dotGrants

• [www.dotgrants.state.pa.us](http://www.dotgrants.state.pa.us)

• All successful non-state government applicants are required to utilize PennDOT’s e-grants management system.
CURRENT PROGRAMS

• High-Visibility Enforcement
• Enforcement Support/Training
• Prosecutorial Support/Training
• Adjudication Support/Training
• Education
• Traffic Records System Enhancements
PennDOT Promotes Collaboration by:

• Standardizing outreach messages to align with NHTSA’s annual communications calendar.

• Ensuring evidence-based enforcement activities are implemented by law enforcement.

• Coordinating bimonthly regional planning meetings.
**Bimonthly Regional Planning**

- **PennDOT coordinates bimonthly regional planning meetings to:**
  - Increase *accountability* from grantees
  - **Standardize** control over statewide campaign planning
  - Build a coordinated *teamwork* environment among funded traffic safety programs
  - Plan and implement safety efforts in conjunction with the communications *calendar*
  - Provide *technical support* to grantees
  - Conduct regional *data analysis*
  - Identify *training* needs
Bimonthly Regional Planning
Overview:

- Provide necessary link between the PA Highway Safety Office and local communities.

- Projects have defined tasks to support state and national initiatives while also having the flexibility to address local needs.

- Activities include education and outreach efforts that address priority traffic safety focus areas (speeding, occupant protection, impaired driving, etc.).
Overview:

- Projects must address critical safety needs by analysis of crash data as the principle basis for programs.

- Broad program area targets must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

- The majority of project expenses reimburse personnel and associated costs. **No profits can be made under these grants.**
Current Network:

- In FFY 2018 there are 18 CTSPs covering 66 of 67 counties.
- These 18 projects, including their respective areas of coverage, have developed over many years.
- Areas of coverage cannot exceed the PennDOT Engineering District which contains the sponsoring agency.
District 1:

- **CTSP Sponsoring Agency** – Erie County
  - **Support/Subcontractor** – Erie County Dept. of Health
  - **Coverage Area:**
    - Crawford
    - Erie
    - Forest
    - Mercer
    - Venango
    - Warren
COMMUNITY TRAFFIC SAFETY PROJECTS

District 2:

- **CTSP Sponsoring Agency** – Spring Township
  - **Support/Subcontractor** – North Central Highway Safety Network
  - **Coverage Area**:
    - Cameron
    - Centre
    - Clearfield
    - Elk
    - Clinton
    - Juniata
    - McKean
    - Potter
    - Mifflin
District 3:

- **CTSP Sponsoring Agency** – Northumberland County
  - **Support/Subcontractor** – North Central Highway Safety Network
  - **Coverage Area:**
    - Bradford
    - Columbia
    - Lycoming
    - Montour
    - Northumberland
    - Snyder
    - Sullivan
    - Tioga
    - Union
District 4:

- **CTSP Sponsoring Agency** – Lackawanna County
  - Support/Subcontractor -
  - **Coverage Area:**
    - Lackawanna
    - Pike
District 4:

- **CTSP Sponsoring Agency** – Luzerne County
  - **Support/Subcontractor** – Catholic Social Services
  - **Coverage Area:**
    o Luzerne
    o Susquehanna
    o Wayne
    o Wyoming
District 5:

- **CTSP Sponsoring Agency** – Bethlehem City
- **Support/Subcontractor** – City of Bethlehem Bureau of Health
- **Coverage Area:**
  - Northampton

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**Pennsylvania Department of Transportation**
District 5:

- **CTSP Sponsoring Agency** – Frackville Borough
  - **Support/Subcontractor** – North Central Highway Safety Network
  - **Coverage Area:**
    - Berks
    - Carbon
    - Lehigh
    - Monroe
    - Schuylkill
District 6:

- **CTSP Sponsoring Agency** – Bucks County
  - **Support/Subcontractor** – St. Mary Medical Center
  - **Coverage Area:**
    - Bucks
COMMUNITY TRAFFIC SAFETY PROJECTS

District 6:

- **CTSP Sponsoring Agency** – Chester County
  - **Support/Subcontractor** – Chester County District Attorneys Office
  - **Coverage Area**: Chester
COMMUNITY TRAFFIC SAFETY PROJECTS

District 6:

- CTSP Sponsoring Agency – Delaware County
  - Support/Subcontractor – Delaware County TMA
  - Coverage Area:
    o Delaware
COMMUNITY TRAFFIC SAFETY PROJECTS

District 6:

- **CTSP Sponsoring Agency** – Philadelphia County
  - **Support/Subcontractor** – Public Health Management Corporation
  - **Coverage Area:**
    - Philadelphia
COMMUNITY TRAFFIC SAFETY PROJECTS

District 8:

- **CTSP Sponsoring Agency** – Cumberland County
  - **Support/Subcontractor** – American Trauma Society
  - **Coverage Area:**
    - Cumberland
    - Dauphin
    - Franklin
    - Perry
District 8:

- **CTSP Sponsoring Agency** – York County
  - **Support/ Subcontractor** -
  - **Coverage Area:**
    - Adams
    - Lancaster
    - Lebanon
    - York
District 9:

- **CTSP Sponsoring Agency** – Cambria County
  - **Support/Subcontractor** -
  - **Coverage Area:**
    - Bedford
    - Blair
    - Cambria
    - Fulton
    - Huntingdon
    - Somerset
District 10:

- **CTSP Sponsoring Agency** – Indiana University of PA
  - **Support/Subcontractor** -
  - **Coverage Area:**
    - Armstrong
    - Butler
    - Clarion
    - Indiana
    - Jefferson
District 11:

- **CTSP Sponsoring Agency** – Allegheny County
  - **Support/Subcontractor** – Allegheny County Health Department
  - **Coverage Area:**
    - Allegheny
    - Beaver
    - Lawrence
District 12:

- **CTSP Sponsoring Agency** – Washington City
  - **Support/Subcontractor** – North Central Highway Safety Network
  - **Coverage Area:**
    - Fayette
    - Greene
    - Washington
    - Westmoreland
OVERVIEW OF CTSP PROGRAM CHANGES

What

1. Revises county-based allocation formula.

2. Restricts eligibility for CTSP grants from ‘local governments’ to ‘county governments’.
Why:

• Increase local ownership/awareness of these community-focused grants to improve their effectiveness.

• Enhance compliance with the federal regulations governing the supporting pass through funds.

• Promote stability and long-term planning.
OVERVIEW OF CTSP PROGRAM CHANGES

Why:

• NHTSA is conducting a triennial Management Review of the PA Highway Safety Program during September 2018.

  - Previous feedback from NHTSA related to the CTSP program:
    
    o Increase reliance on data to support CTSP grant fund allocations (23 CFR § 1300.11(d)(1)(ii) & 23 CFR § 1300.11(d)(3))

    o Strengthen documentation of usage consent for allocated funds by authorized individuals to support the Share to Local requirement under 23 CFR Part 1200 Appendix E.

  - In addition to the reasons described on the previous slide, these program changes are designed to proactively address the outstanding NHTSA program observations prior to the 2018 Management Review.
OVERVIEW OF CTSP PROGRAM CHANGES

Allocation Formula Change:

- **Old:** 5-year average of reportable crashes.
- **New:** 5-year averages – Class C Licensed Drivers (75%) + Reportable Crashes (25%)
- **Benefits:** Reduces influence of annual trend deviations in crash data to promote stability and long-term planning.
Eligibility Restriction Change:

- **Old**: Local Governments
- **New**: County Governments
- **Benefits**: Aligns with county-based allocation method and ensures adequate and consistent documentation of consent by counties for usage of allocated safety funds in CTSP grants.
County Options:

1. Support a Single Application for their jurisdiction (with or without a subcontractor).

2. Support a Joint Application authorizing a primary county sponsor to administer a project on behalf of all participating counties (with or without a subcontractor).

3. Reject participation in the grant program.
County Options - Single Application:

- Support/sponsor a Single Application for their jurisdiction (with or without a subcontractor).
County Options – Joint Application:

• **Primary Sponsoring County**
  - Administers the project on behalf of all participating counties.

• **Participating Counties**
  - Review the Primary County’s CTSP application work plan to ensure satisfactory coverage of their respective jurisdictions (based on crash data distribution).
  - Provide a letter of support for the Primary Sponsoring County’s CTSP application.
County Options - Reject Participation:

- Fund allocations to Counties which reject participation in the CTSP program will be returned to the general PA Highway Safety Office program budget.
County Options - Subcontractors:

• Primary Sponsoring Counties may subcontract with nonprofit organizations with existing IRS 501(c)(3) status.

• Grantees must follow state and federal procurement laws and procedures when awarding and administering contracts, subcontracts or IGAs of financial assistance to vendors.

• The sponsoring county is ultimately responsible for the delivery of activities in the application and finances.
• Sponsoring counties may include limited administrative costs necessary to coordinate the grant.

• All proposed activities must include an estimate of hours required to complete each and should be assigned to specific salaried or waged positions.

• CTSP coordinator personnel are required to participate in PennDOT bimonthly planning meetings and annual fall and spring training conferences.

• Additional administrative requirements are available upon request and online.
OTHER ADMINISTRATIVE NOTES

FFY 2019-2020 CTSP Grant Schedule:

• Application Period March 1 – May 31, 2018
• Proposal Evaluation March 1 – June 30, 2018
• Negotiations/Approval¹ July 1 – Sept 30, 2018
• Grant Term Oct 1, 2018 – Sept 30, 2020

¹These steps will occur as soon as possible upon receipt and review of the submitted proposal.
**ADDITIONAL INFORMATION**

- [www.penndot.gov/safety](http://www.penndot.gov/safety)
  - Safety Grants

- PA Crash Information Tool (PCIT) Website: dotcrashinfo.pa.us
  - Featured Reports
  - Statistics Tables (statewide)
  - Custom Query Tool
    - New mapping capabilities
    - Municipal level data
  - Crash Facts and Statistics Book
• The PA Highway Safety Office is available to help answer questions and facilitate applications as necessary.

• Overall, despite increasing national crash data trends PA is observing fewer crashes and resulting fatalities.

- The CTSP programs in collaboration with the enforcement grant activities directly contribute to our recent crash reductions and PA’s role as a national leader in traffic safety programming.
• Ideally, our goal in addition to enhancing compliance with federal regulations is to maintain as much as possible of the existing successful programs, coordinators, and stakeholder networks while raising awareness of the value of CTSP grants.

• Successful CTSP programs take time to develop and we are hopeful these changes enable stability for long-term planning.
Questions & Answers
Contact Information

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