

# Annual Highway Safety Report



**pennsylvania**

DEPARTMENT OF TRANSPORTATION



# **Pennsylvania Annual Highway Safety Report**

Federal Fiscal Year 2023

prepared for  
National Highway Traffic Safety Administration

Prepared by  
Pennsylvania Department of Transportation

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# Table of Contents

<b>1. Highway Safety in Pennsylvania</b> .....	<b>1</b>
Executive Summary .....	1
Introduction .....	2
Strategic Partners .....	2
Performance Measures.....	6
<b>2. Statewide Targets and Results</b> .....	<b>7</b>
Overall Trends and SHSP Targets.....	7
Accomplishments.....	10
FFY 2023 Performance Measures and Targets .....	166
<b>3. Pennsylvania Highway Safety Program</b> .....	<b>25</b>
Occupant Protection.....	25
Police Traffic Services.....	35
Motorcycle Safety .....	41
Pedestrian and Bicycle Safety .....	49
Traffic Safety Information Systems .....	55
Community Traffic Safety Projects.....	61
Communications and Media.....	65
Impaired Driving.....	71
Planning and Administration .....	81
<b>4. Program Funding</b> .....	<b>83</b>
Funding Overview.....	83
Highway Safety Program Expenditures (Project List).....	84





# List of Tables

Table 1.1	NHTSA Core Performance Measures .....	6
Table 2.1	Progress in Meeting NHTSA Performance Measures.....	16
Table 2.2	FFY 2023 PA High-Visibility Enforcement Campaign Schedule.....	20
Table 3.1	5-Year Average Annual Targets <i>Traffic Safety Information Systems</i> .....	56
Table 3.2	Timeliness <i>Improvements to roadway data changes</i> .....	58
Table 3.3	Accuracy <i>Improvements to roadway data changes</i> .....	59
Table 4.1	FFY 2023 Highway Safety Program Expenditures.....	84





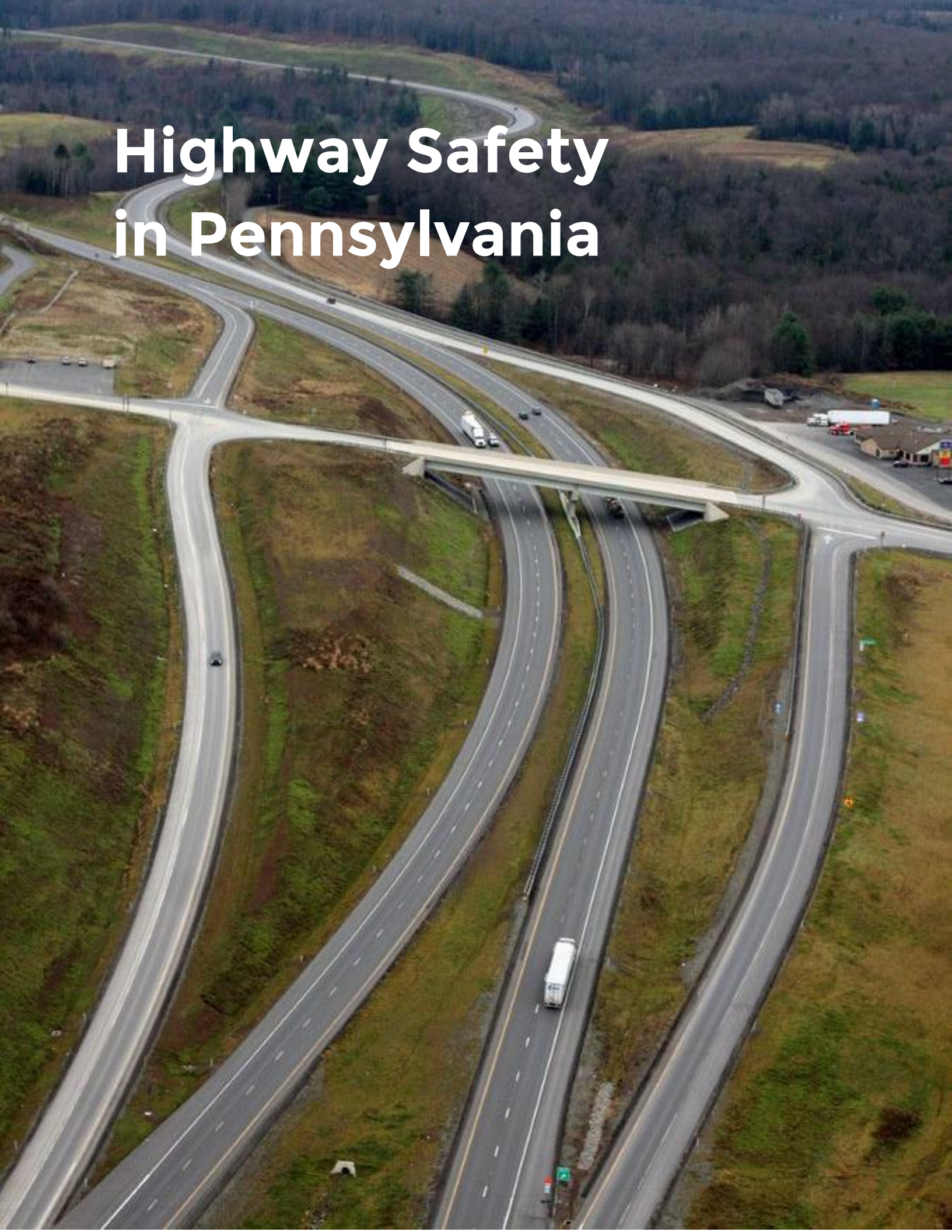


# List of Figures

Figure 2.1	Historic Fatalities and Targets.....	8
Figure 2.2	Historic Serious Injuries and Targets.....	9
Figure 2.3	Historic Fatalities per 100 Million Vehicle Miles Traveled .....	9
Figure 3.1	Seat Belt Usage.....	25
Figure 3.2	Unrestrained Passenger Vehicle Occupant Fatalities .....	26
Figure 3.3	Speeding-Related Fatalities.....	35
Figure 3.4	Motorcyclist Fatalities.....	41
Figure 3.5	Unhelmeted Motorcyclist Fatalities.....	42
Figure 3.6	Pedestrian Fatalities .....	49
Figure 3.7	Bicyclist Fatalities .....	50
Figure 3.8	Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC.....	71



# Highway Safety in Pennsylvania



# 1. Highway Safety in Pennsylvania

## Executive Summary

The Highway Safety Annual Report for Federal Fiscal Year (FFY) 2023 (October 1, 2022 through September 30, 2023) documents the use of federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with Title 23, United States Code (USC), Section 402 State and Community Highway Safety grant program and Section 405 National Priority Safety Program of Fixing America’s Surface Transportation Act and Infrastructure Investment and Jobs Act.

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

This report provides the status of each performance target identified in the FFY 2023 Highway Safety Plan. For FFY 2023, 17 targets were identified. The Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2022 data:

- Seven targets were met.
- Ten targets were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of targets met and the overall successes of the commonwealth’s highway safety program. To address unmet targets and enhance our ability to meet future targets, descriptions of planned adjustments to the upcoming Highway Safety Plan can be found in Table 2.1. It is important to note that targets and progress were tracked using Pennsylvania data and measures for this report except for the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2022 had yet to be completed during the development of this report.





## Introduction

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

A comprehensive highway safety plan (HSP) is developed by HSTOD on an annual basis to document the goals and objectives related to creating safer roadways in the commonwealth. Beginning in FFY 2024, the HSP will be developed every three years, and reviewed and updated annually. This plan identifies current highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address highway safety concerns and achieve goals established in the Strategic Highway Safety Plan (SHSP). In this report, the HSP is closely referenced to determine our yearly status toward accomplishing our highway safety goals.

This Annual Report:

- Documents the commonwealth's progress in meeting its highway safety performance targets identified in the FFY 2023 Highway Safety Plan.
- Describes how the projects and activities funded during the fiscal year contributed to meeting the commonwealth's identified highway safety goals.
- Provides an explanation of reasons for planned activities that were not implemented.
- Describes the commonwealth's evidence-based enforcement program activities.
- Documents information regarding mobilization participation.
- Defines our partners in the commonwealth's Highway Safety Network.
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

## Strategic Partners

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



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

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

## **State Safety Partners**

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### **Pennsylvania State Police**

Pennsylvania State Police (PSP) has just over 4,700 sworn members and has jurisdiction in all political subdivisions in the state. PSP provides traffic enforcement on interstates and the turnpike and provides full-time police service for about half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent approximately 20% of the state population, while municipalities with part-time PSP coverage represent about 6%.

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

### **Department of Health**

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

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



opportunities. PennDOT and DOH will continue to identify and expand on cross-messaging and programming.

### **Department of Education Institute for Law Enforcement Education**

The HSO partners with the Institute for Law Enforcement Education (ILEE) to perform training needs for the police community. ILEE functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in PennDOT's Highway Safety Plan. Many strategies contained in the plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement, including NHTSA standardized field sobriety testing (SFST) and chemical breath testing procedures. Police also participate in trainings such as advanced roadside impaired driving enforcement (ARIDE) and are trained as drug recognition experts (DRE) to detect motorists impaired by drugs. To participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints, and must be NHTSA SFST certified to act as the testing officer at the checkpoint.

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

PennDOT contracts with the Pennsylvania Traffic Injury Prevention Project (PA TIPP) for statewide child passenger safety project coordination. A five-year contract was awarded to PA TIPP and was fully executed on October 1, 2019. A continuation of a long-standing educational effort in the commonwealth, PA TIPP educates children, parents, school personnel, nurses, doctors, police, and the public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, acting as lead coordinator of the state's Child Passenger Safety Week activities, and making presentations to groups with a particular emphasis on working with pediatricians, hospitals, childcare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

### **Local Safety Partners**

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The Highway Safety Office has created 12 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities, the Pennsylvania State System of Higher Education universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding



mini grants for implementation of that program. The Community Traffic Safety Program grant funds the 18 Community Traffic Safety Projects (CTSP) that work locally to implement a large part of the highway safety program. Grants are awarded competitively or through formulae based on applicable crash data.

### **Community Traffic Safety Program**

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

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

### **Local Police**

About half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80% of the state population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, pedestrian safety, and impaired driving. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

### **County Courts**

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



## Performance Measures

### NHTSA Core Performance Measures

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

**Table 1.1 NHTSA Core Performance Measures**

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





## 2. Statewide Targets and Results

### Overall Trends and SHSP Targets

As stated in our Strategic Highway Safety Plan, Pennsylvania’s safety goals over the next five years are to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. This will drive a reversal of current trends and allow for the implementation of other components to support long-term success toward our overall reduction goals. Three critical components in this will consist of: increased safety culture outreach, an increase in the number of vehicles with advanced safety assist features, and improved integration of Highway Safety Plan Manual methodologies. Employing these components will help Pennsylvania progress toward zero deaths on the highway.

Safety has always been one of PennDOT’s most important priorities. Pennsylvania’s SHSP serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways by identifying priority emphasis areas, as well as additional safety focus areas, which have the most influence on improving highway safety on all public roads throughout the commonwealth. HSTOD staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The SHSP was updated in 2022, with HSTOD once again actively participating in the process.

The SHSP identified three priority emphasis areas which provide the greatest potential for significantly reducing traffic fatalities and serious injuries:

1. Lane departure crashes
2. Impaired driving
3. Pedestrian safety

In addition to the priority emphasis areas, Pennsylvania identified 15 safety focus areas to drive down fatalities and serious injuries:

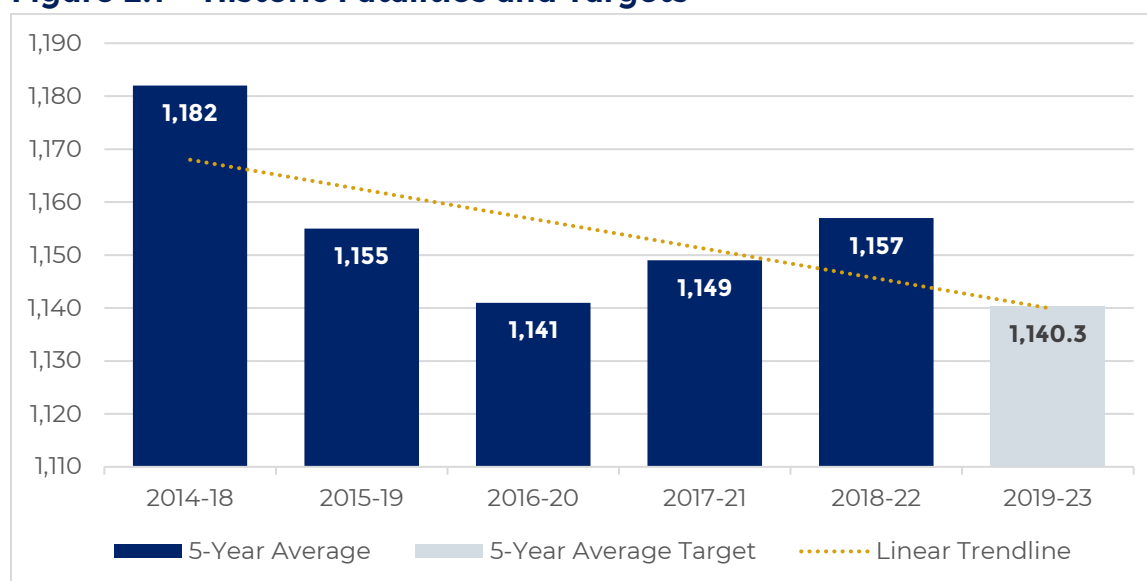
1. Speeding & Aggressive Driving
2. Seat Belt Usage
3. Intersection Safety
4. Mature Driver Safety
5. Local Road Safety
6. Vulnerable User Safety (Motorcycle Safety)
7. Vulnerable User Safety (Bicyclist Safety)
8. Commercial Vehicle Safety
9. Young & Inexperienced Drivers



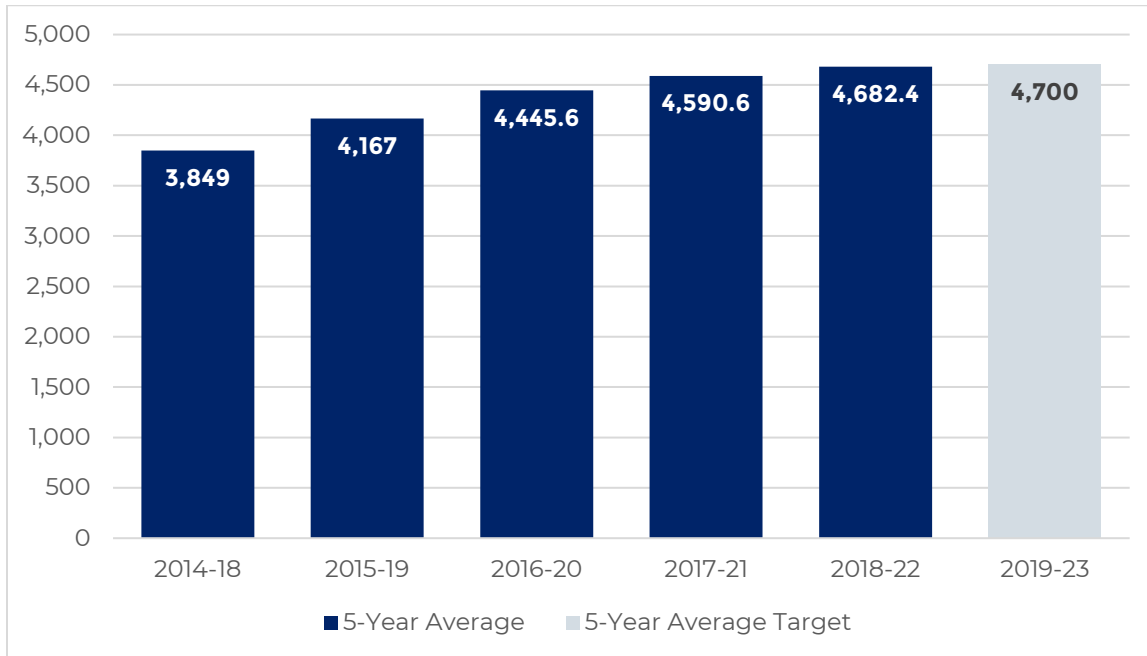
- 10. Distracted Driving
- 11. Traffic Records Data
- 12. Work Zone Safety
- 13. Transportation Systems Management & Operations (TSMO)
- 14. Emergency Medical Services (EMS)
- 15. Vehicle-Train Safety

The SHSP was used in the development of the safety initiatives identified in the performance plan that defines how the commonwealth will utilize Federal \$402 highway safety funds and other NHTSA incentive and special funding sections. The current SHSP document can be found online at [PennDOT.pa.gov/Safety](https://PennDOT.pa.gov/Safety).

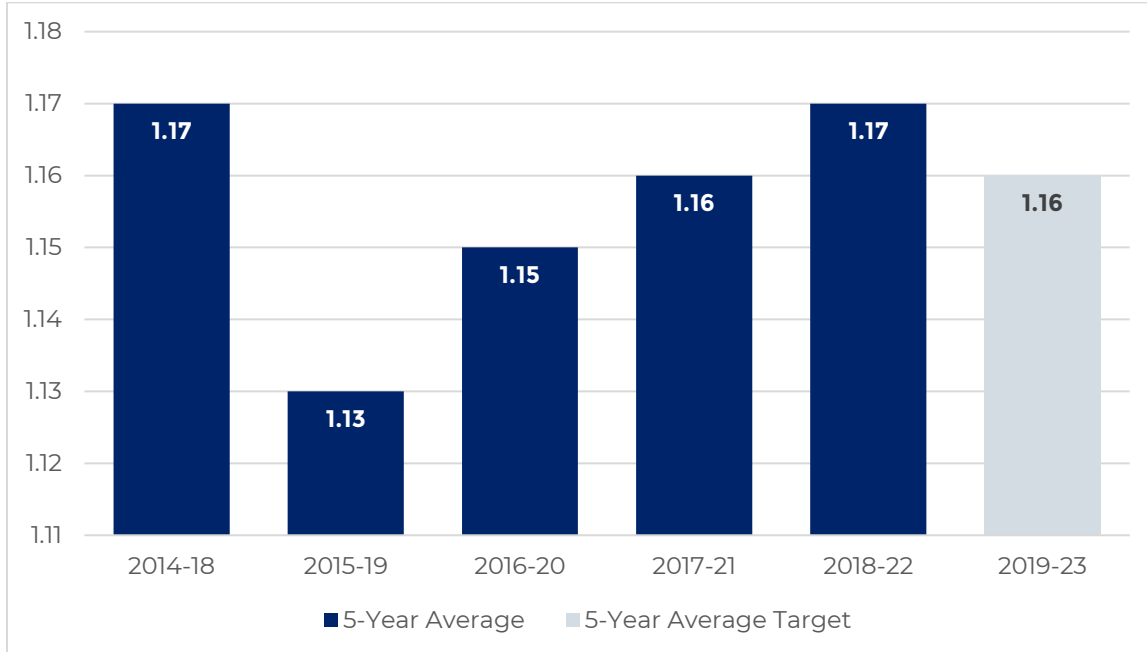
**Figure 2.1 Historic Fatalities and Targets**



**Figure 2.2 Historic Serious Injuries and Targets**



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



## Accomplishments

### Annual Traffic Safety Conference

The PA Traffic Safety Conference was held in Pittsburgh, PA on April 17-20, 2023. During the three-day event, approximately 150 traffic safety partners from across the state attended sessions such as “How to Reach Underserved Communities through Media” and “DEA Perspective: Alarming Trends on Drug Use.” Presenters included representatives from PennDOT, NHTSA, GHSA, Pennsylvania State Police, Department of Education, Highway Safety Network, PA DUI Association, AAA, DEA, safety advocates, local community outreach coordinators, and PA’s Traffic Safety Resource Prosecutor. Insights on emerging trends, strategies for successful projects and outreach, and program updates were well received by those in attendance.



Joel Feldman presented “Changing the Way We Think About Distracted Driving,” while police learned about distracted driving enforcement from ILEE Police Training Curriculum Specialist Thomas Winters.



Attendees engaged in audience participation during several general sessions.

### Community Traffic Safety Projects Provide Statewide Coverage

Beginning in FFY 2023, PennDOT’s Community Traffic Safety Projects now provide educational outreach coverage in all 67 Pennsylvania counties. A grant approved for



Indiana County created a coordinator position in PennDOT District 10 for the first time in about five years. The new coordinator provides full-time programming in Armstrong, Butler, Clarion, Indiana, and Jefferson counties. Using newly available equity funding, the coordinator will be addressing traffic safety in mostly rural areas that have been underserved in the past.



In August 2023, new CTSP coordinator Amy Shellhammer hosted a [media event](#) to encourage safe, sober driving ahead of the Labor Day holiday.

## Fall Communications Workshop

The Fall Communications Workshop was held October 17-19, 2023, in Williamsport, PA. The event typically brings together Pennsylvania’s Community Traffic Safety Projects and Safety Press Officers for two days of presentations focused on communications and knowledge sharing. In FFY 2023, the workshop was expanded and other partners with an interest in highway safety communications were invited to attend. There were nearly 80 registrants, including CTSPs, SPOs, law enforcement liaisons, DUI regional program administrators, and Pennsylvania’s Statewide Bicycle and Pedestrian Coordinator. Representatives from NHTSA, the Department of Health, PA Traffic Injury Prevention Project, PA Turnpike Commission, Pennsylvania State Police, and PennDOT’s Bureau of Driving Licensing also attended. The event featured presentations such as “Understanding the Structure of American Generations: A Key to Achieving More Effective Outcomes,” “Social Media – What’s New?,” “Successful Outreach Projects from Around the State,” and “Transportation Equity,” a half-day session focused on identifying and reaching underserved populations across the state.







PennDOT's Director of Equitable Transportation Nicole Tyler led an activity to kick off a session on traffic safety activity, while NHTSA Region 2 Administrator Rich Simon closed the discussion with a call to action.



PSP provided an update on traffic safety and other programming they offer around the state, sharing information how our network can get more involved.

## **GHSA, The Foundation for Advancing Alcohol Responsibility**

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In April 2023, the Governors Highway Safety Association, with additional financial support from the Foundation for Advancing Alcohol Responsibility, awarded \$60,000 to Pennsylvania in the form of two grants to drug impaired driving testing and remote monitoring of DUI offenders. The Center for Forensic Science Research and Education was selected to address multi-substance impaired driving through comprehensive drug testing. This will help law enforcement and prosecutors better understand the prevalence of drugs in DUI offenders. The Lackawanna County DUI Court Program received the other grant to pilot the Remote Resident Monitoring testing to assist in probation rehabilitation. This will evaluate equipment used in remote testing of DUI offenders participating in DUI treatment court.

Although the Pennsylvania grant did not pass through PennDOT's Highway Safety Office, the office helped facilitate the grant application process and local staff are partnering with the grantee on the project, safety messaging, and media exposure.



## Highway Safety Survey

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A new, comprehensive, three-year survey was introduced in February 2023. The survey focused on seat belts, impaired driving, speeding, distracted driving, and bicycle, pedestrian, and motorcycle safety, asking about current and past safety habits, and what made the respondents change their habits.

The survey, hosted online through Survey Monkey, was promoted widely through a press release, social media, on PennDOT's website, and through PennDOT's Community Traffic Safety Projects, who shared it through their local channels. It was also promoted internally to PennDOT's more than 10,000 employees through the Follow the DOT newsletter, and the more than 75,000 Pennsylvania state government workers through the statewide employee bulletin board. Additionally, the survey was shared statewide through transportation affinity groups.

Nearly 7,000 responses were received over the four-week period the survey was open. Results were shared with Pennsylvania's traffic safety network for review and consideration during project planning.

For example, the survey asked, "Do you always wear a seat belt?" Nearly 95% of respondents answered yes. Of those respondents, 14.4% said they haven't always worn their seat belt, but they changed their habit. When asked what made them change their habit and start always wearing their seat belt, 27.6% of responses mentioned the law, 18.2% mentioned fear of a crash, such as witnessing or experiencing a crash or near miss, and 17.2% of respondents mentioned friends or family, especially children, caused them to begin wearing a seat belt. PennDOT will continue with a mix of seat belt messaging that focuses on the law, as well as emotional messages such as, "Seat Belts Save Lives," and encouraging motorists to buckle up for the loved ones in their lives.

The next comprehensive survey is scheduled for February 2026. Mini surveys focused on one or two topics will be deployed in 2024 and 2025, as needed.

## Public Participation and Engagement

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Traffic safety is facing two significant problems – a rise in fatalities and disparities in those crash outcomes. It's more important than ever to reach underserved communities across Pennsylvania and provide safer roadways for all. One of our tools to increase public participation and engagement is roundtables. The roundtables are public meetings intended on bringing together a diverse set of partners with a mission of tackling complex behavioral traffic safety issues at the local level. The meetings occur in municipalities who would benefit from increased behavioral



highway safety programming or funding. It is hoped that the extra attention given to these communities will result in a reduction of traffic crashes and fatalities.



Washington City Roundtable, 3/15/23



Monessen City Roundtable, 3/22/23

Comments during discussion at the roundtables in FFY 2023 indicated that increased non-enforcement police engagement is crucial for a healthy community. PennDOT is applying this input and allowing use of Section 402 funds (Police Traffic Safety grants) to support the implementation of additional events, such as “Coffee with the Chief” in FFY 2024. Information from the community will be gathered during the roundtables and “Coffee with the Chief” events and applied to future Highway Safety Plans as required under the Bipartisan Infrastructure Law.



Coatesville City Coffee with the Chief, 9/6/23

## Put the Brakes on Fatalities

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Ahead of “Put the Brakes on Fatalities” day on October 10, 2022, PennDOT partnered with nearly a dozen safety advocates from around the state, including the Pennsylvania State Police, the Pennsylvania Turnpike Commission, safety press officers, and CTSPs to encourage all Pennsylvania motorists to take responsibility for safety on our roadways with a simple, yet powerful [video](#).





The video reached nearly 22,000 people through social media impressions, with more than 60 shares and 450 interactions across Facebook, Instagram, Twitter, and LinkedIn. Notably, this minute and a half long video had an average view duration of 54 seconds on YouTube, which demonstrates our success in engaging the public with this important safety message.

## Transportation Equity Planning

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To help bring highway safety education and awareness to the underserved populations across Pennsylvania, more than \$200,000 in additional transportation equity-based funding was granted to Community Traffic Safety Projects (CTSP) in FFY 2023. All 18 projects covering the entire state had plans to address local equity concerns and different tiers of funding were distributed based upon the scope of their objectives.

The additional funds were used for a variety of projects including translation and printing of traffic safety publications; purchase of car seats and booster seats for distribution in low-income neighborhoods; purchase of traffic safety children's books; highway safety training for educators, teachers, and community organizers to incorporate into lesson plans and presentations; driver's education through the use of a driving simulator in neighborhoods and school districts without access to driver's education; development of a peer-to-peer outreach program; and implementation of a Vision Zero Ambassador Program in Philadelphia to expand highway safety engagement, education, and outreach to all communities across the city.



Philadelphia Vision Zero Ambassadors

## FFY 2023 Performance Measures and Targets

Table 2.1 provides the results of Pennsylvania’s progress in meeting the state’s performance targets identified in the FFY 2023 HSP. Please note, 2023 data was unavailable at the time of publication. Revised 2023 data points are based on trend lines used to develop the FFY 2024 HSP Performance Targets.

**Table 2.1 Progress in Meeting NHTSA Performance Measures Identified in the FFY 2023 HSP**

NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Traffic Fatalities	1,160.9	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target per the revised trendline. The 2023 data point has been adjusted slightly downward to 1,140.3 (2019-2023).	Continued focus will be placed on areas with concerning data trends, including vulnerable road users, motorcyclists, distracted driving, and speeding.
Serious Injuries	4,893.2	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target. The 2023 data point has been adjusted downward to 4,700 (2019-2023).	Continued focus will be placed on areas with concerning data trends, including vulnerable road users, motorcyclists, distracted driving, and speeding.
Fatalities per 100MVT	1.170	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target. The 2023 data point has been adjusted slightly downward to 1.16 (2019-2023).	Continued focus will be placed on areas with concerning data trends, including vulnerable road users, motorcyclists, distracted driving, and speeding.
Unrestrained Passenger Vehicle Occupant Fatalities	330.8	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target per the revised trendline. The 2023 data point has been adjusted slightly upward to 337.6 (2019-2023).	Additional focus toward sustained and nighttime enforcement, along with teen and young driver educational efforts.
Fatalities Involving Driver or Motorcycle Operator with BAC of ≥0.08	156.6	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, per the revised trendline. The 2023 data point has been adjusted slightly upward to 178.8 (2019-2023).	Additional focus on specialized officer training, planning tools, and associated community outreach.



NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Speeding-Related Fatalities	428.6	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, per the revised trendline. The 2023 data point has been adjusted slightly upward to 446.7 (2019-2023).	Additional focus toward state and local collaboration, including joint enforcement operations, will be added to future planning efforts.
Motorcycle Fatalities	211.9	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target. The 2023 data point has been adjusted slightly downward to 207 (2019-2023).	Sustained public engagement activities and enhanced marketing and outreach promoting advanced rider training courses will continue to be prioritized by the PA Motorcycle Safety Program.
Unhelmeted Motorcycle Fatalities	103.9	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target. The 2023 data point has been adjusted slightly downward to 102 (2019-2023).	Enhanced educational outreach promoting the decision to wear motorcycle helmets will be coordinated with motorcycle safety groups. New engagement opportunities will continue to be explored.
Drivers Aged 20 or Younger Involved in Fatal Crashes	110	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, per the revised trendline. The 2023 data point has been adjusted slightly upward to 113.3 (2019-2023).	Continued focus toward utilizing tools and approaches that reach young drivers.
Pedestrian Fatalities	165	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target. The 2023 data point has been adjusted slightly upward to 166 (2019-2023).	Continued statewide grants will support enforcement activities in data-driven jurisdictions supported by comprehensive community-based efforts.
Bicycle Fatalities	20.9	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target. The 2023 data point has been adjusted slightly downward to 17 (2019-2023).	In addition to sustained community and cycling group outreach, nonmotorized safety funds will support enforcement activities in data-driven jurisdictions.
Seat Belt Usage	90%	<b>Not Met:</b> The 2023 observed rate of 87.7% indicates we did not meet this previously established target.	Continued focus on enforcement and educational outreach efforts are expected to improve seat belt usage.
Drug Impaired Driver Crashes	4,162.4	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target, per the revised trendline. The 2023 data point has been adjusted downward to 4,015 (2019-2023).	Continued promotion of advanced training and support services combined with public outreach are expected to sustain progress in this focus area.



NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Distracted Driving Fatalities	57	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, per the revised trendline. The 2023 data point has been adjusted slightly upward to 60 (2019-2023).	Continued focus will be placed on strategic media campaigns and other outreach efforts. New enforcement strategies will be considered in future operations.
Completeness	0.09	<b>Not Met:</b> Currently available missing values reports indicate we are not on track to meet this previously established target as the current missing values average is 0.10 values per report.	While no progress was made, this value is really good. Additional focus on this measure will be undertaken in the Traffic Records Program Administrators Project.
Accuracy	0.30	<b>Not Met:</b> Currently available invalid values reports indicate we are not on track to meet this previously established target as the current average of invalid values per each crash report is 0.32.	While no progress was made, this value is really good. Additional focus on this measure will be undertaken in the Traffic Records Program Administrators Project.
Timeliness	9.0	<b>Not Met:</b> Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are not on track to meet this previously established target as the current average number of days to submit a case is 9.9.	While no progress was made, this value is really good. Additional focus on this measure will be undertaken in the Traffic Records Program Administrators Project.

Source: Pennsylvania State Crash Record System Data and FARS

Areas Tracked but No Targets Set			
Program Area	FFY 2021	FFY 2022	FFY 2023
Speeding Citations	46,830	48,269	49,747
Seat Belt Citations	5,330	5,881	7,701
DUI Arrests	4,076	3,663	4,442

Source: dotGrants reports and grantee quarterly reporting

## FFY 2023 Evidence-Based Enforcement Program

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

Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were based on a jurisdiction's proportion of the overall contribution or piece of the



problem within each safety focus area. For example, over the period of 2018 to 2022, the City of Philadelphia accounted for almost 7% of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately 7% of the available impaired driving enforcement funding was allocated to the City of Philadelphia. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

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

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

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

The following FFY 2023 Programs supported evidence-based enforcement practices:

1. PT 2023-04-00-00: Municipal Police Traffic Services Enforcement Program
2. M5HVE 2023-02-00-00: Municipal Police Traffic Services Enforcement Program
3. FHLE 2023-02-00-00: Municipal Police Traffic Services Enforcement Program
4. PT 2023-01-00-00: PA State Police Tasks 3 and 5
5. M2HVE 2023-01-00-00: PA State Police Task 4
6. M5HVE 2023-01-00-00: PA State Police Task 1
7. FHLE 2023-01-00-00: PA State Police Task 6

Projects awarded under these program areas were provided \$14,660,235.80 in total grant funding. This represented roughly 55.4% of the total federal commitments during FFY 2023. Of these commitments, there were \$12,449,021.90 in expenditures during the reporting period, representing an 84.9% liquidation rate.



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

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

**Table 2.2 FFY 2023 Pennsylvania High-Visibility Enforcement Campaign Schedule**

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - Teen Mobilization	10/10-10/22	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign-Halloween	10/14-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Pedestrian Enforcement Wave 1	10/17-10/21	150	Yes	In coordination with National School Bus Safety Week and Pedestrian Safety Month. Earned Media Theme: Pedestrian safety, school bus safety
Aggressive Driving Wave 1	10/24-11/13	300	Yes	Earned Media Theme: Move Over Law, school bus, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/14-11/27	350	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/23-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/8-2/12	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/10-3/19	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/20-4/23	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, speeding, work zone awareness
Pedestrian Enforcement Wave 2	5/1-5/14	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, crossing in crosswalks
CIOT - National Enforcement Mobilization	5/15-6/4	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement





Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
Impaired Driving Campaign – July 4th	6/19-7/4	350	Yes	Earned Media Theme: Summer Recreation (boating, motorcycles, barbecues, picnics), Designated Drivers (public transportation/ride sharing)
Aggressive Driving Wave 3	7/5-8/20	300	Yes	In coordination with Back-to-School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy truck, pedestrian safety, red light running, and tailgating
Impaired Driving Campaign - National Crackdown	8/16-9/4	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/10-9/23	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
<b>Other Campaigns</b>				
Impaired Driving Campaign - Fat Tuesday	2/21	5	No	Projects and police departments are encouraged to participate if their local community has a celebration.
Impaired Driving Campaign - "4/20"	4/20	35	No	Projects and Police Departments are encouraged to participate based upon analysis of local data.
Impaired Driving Campaign - Cinco de Mayo	5/5	15	No	Projects and police departments are encouraged to participate if their local community has a celebration.

As shown in Table 2.1, DUI, seat belt and speeding citations increased in FFY 2023. Although not tracked formally for performance measurement, the increases can be attributed to an increase in overtime enforcement hours. Municipal police alone conducted approximately 5,000 more hours of overtime enforcement in FFY 2023 than in the prior year. FFY 2023 was the first complete fiscal year since FFY 2019 that wasn't majorly impacted by the COVID-19 pandemic.

Pennsylvania's ability to meet its fatality reduction goals is directly tied to the successes of the evidence-based enforcement program. Despite recent increases to the historically low traffic fatality levels, we are encouraged by the high liquidation rates, sustained participation, and increased productivity.

## FFY 2023 National Mobilization Participation

Table 2.2 provides information for all high-visibility enforcement (HVE) campaigns supported during FFY 2023. Please note the following additional details for the national mobilizations:



1. Holiday Season Impaired Driving Campaign, November 23, 2022 – January 1, 2023
  - a. Participating and Reporting Agencies
    - i. Pennsylvania State Police troops: 16
    - ii. Municipal law enforcement agencies: 250
  - b. Enforcement Activity
    - i. The following enforcement activity was conducted: 424 roving patrols, 25 sobriety checkpoints, and eight mobile awareness patrols. The enforcement period ran from the night before Thanksgiving through New Year’s Day.
  - c. Citation Information
    - i. Speeding citations: 513
    - ii. Impaired driving citations: 322
    - iii. Occupant protection citations: 111
  - d. Paid and Earned Media Information
    - i. NHTSA: Yes
    - ii. State: Educational messaging was delivered via earned and owned media statewide. All PennDOT districts contributed.
  
2. CIOT National Enforcement Mobilization (May 15 – June 4, 2023)
  - a. Participating and Reporting Agencies
    - i. Pennsylvania State Police troops: 16
    - ii. Municipal law enforcement agencies: 103
  - b. Enforcement Activity
    - i. Roadways with unbelted crashes were identified via crash data. Enforcement strategies included roving patrols and traffic enforcement zones.
  - c. Citation Information
    - i. Speeding citations: 3,665
    - ii. Impaired driving citations: 220
    - iii. Occupant protection citations: 1,911
  - d. Paid and Earned Media Information
    - i. NHTSA: Yes
    - ii. State: Paid media was purchased in support of the CIOT mobilization. The paid media coincided with earned and owned media statewide. All PennDOT districts contributed.
  
3. National Crackdown Impaired Driving Campaign (August 16 – September 4, 2023)
  - a. Participating and Reporting Agencies
    - i. Pennsylvania State Police troops: 16
    - ii. Municipal law enforcement agencies: 178
  - b. Enforcement Activity





- i. The following enforcement activity was conducted: 419 roving patrols, 62 sobriety checkpoints, and six mobile awareness patrols.
- c. Citation Information
  - i. Speeding citations: 727
  - ii. Impaired driving citations: 362
  - iii. Occupant protection citations: 92
- d. Paid and Earned Media Information
  - i. NHTSA: Yes
  - ii. State: Educational messaging was delivered via earned and owned media statewide. All PennDOT districts contributed.

## **Project Contributions to Meeting Established Targets**

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

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

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2023 HSP. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2023. Assessment of these countermeasures will be limited to avoid speculation.







# Occupant Protection



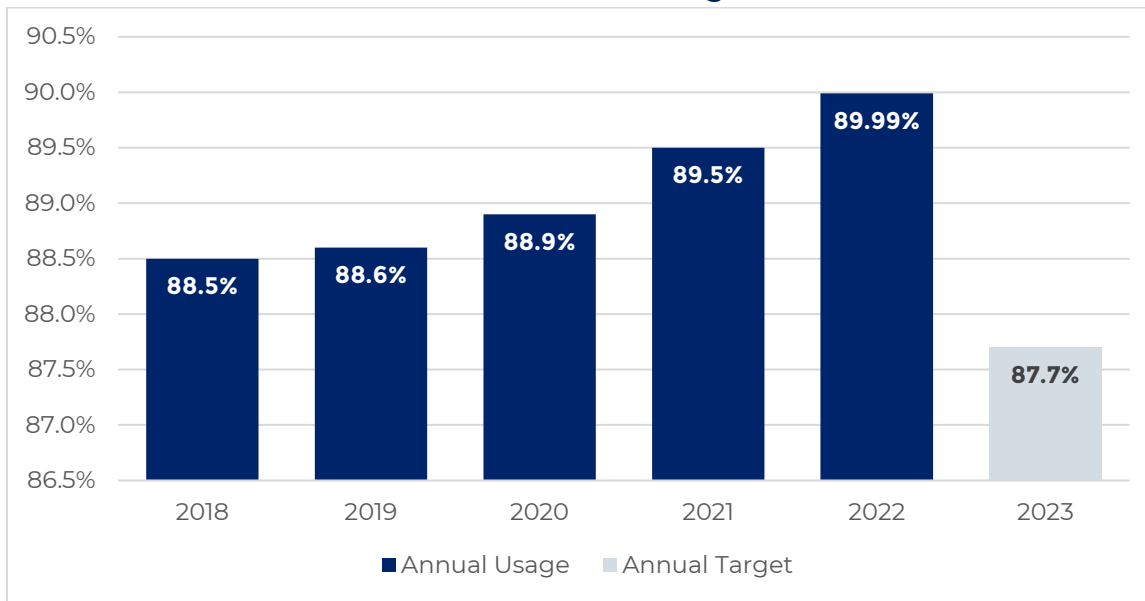
# 3. Pennsylvania Highway Safety Program

## Occupant Protection

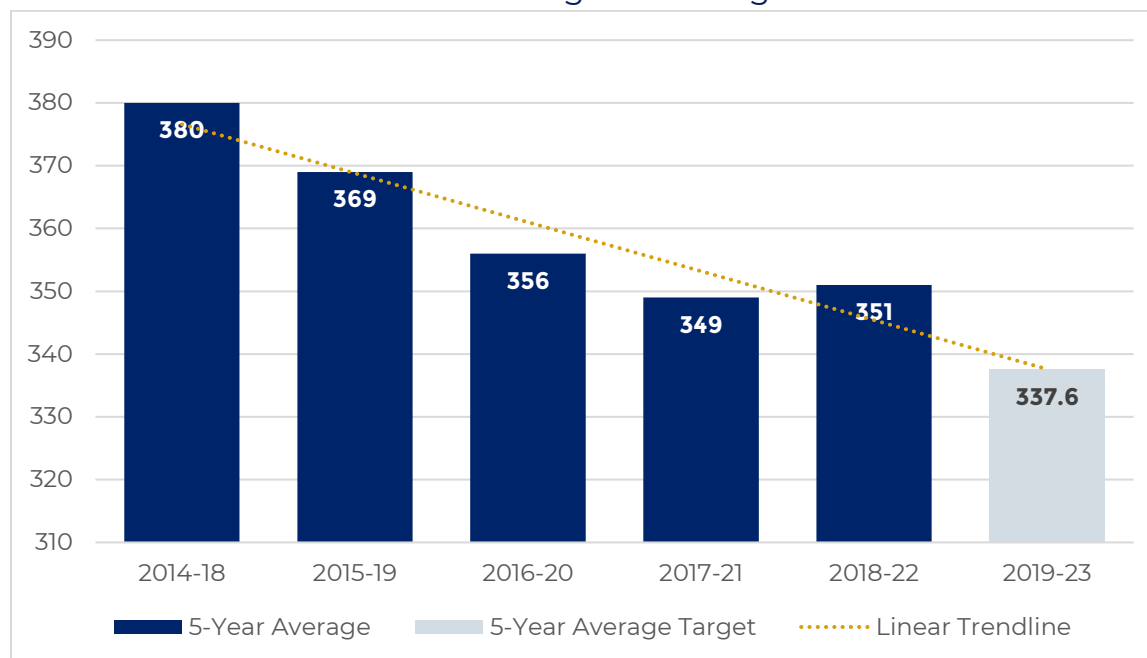
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

### Performance Targets

**Figure 3.1 Seat Belt Usage**  
Historical Annual Trend and Targets



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



## Countermeasures (Programs and Projects) and Results

### High-Visibility Seat Belt Law Enforcement

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

#### Periodic High-Visibility Seat Belt Law Enforcement

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



municipal police departments to meet the population coverage requirement of 405(b).

The Thanksgiving Click It or Ticket (CIOT) Enforcement Mobilization ran from November 14 through November 27, 2022, and is part of Pennsylvania's Operation Safe Holiday, which focuses on seat belts and impaired driving, along with other safe driving practices throughout the holiday travel season. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. PSP, along with 238 municipal departments from across Pennsylvania, participated and conducted 11,587 hours of enforcement. The mobilization resulted in 16,665 total citations including 1,178 occupant protection citations.

The 2023 CIOT National Enforcement Mobilization, which ran from May 15 through June 4, 2023, included participation from 103 funded municipal agencies and all 16 PSP troops. Overall, the combined effort resulted in 25,787 hours of enforcement. The mobilization included a coordinated Border-to-Border campaign on May 22, 2023. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. This CIOT mobilization resulted in 22,935 citations, including 2,137 occupant protection citations.



PennDOT partnered with PSP, Philadelphia Police Department, New Jersey Division of Highway Traffic Safety, Delaware State Police, and AAA at Citizens Bank Park in Philadelphia to kick off the National "Click It or Ticket" seat belt enforcement mobilization.



Police awarded the Phillie Phanatic with his own seat belt to ensure his safety.

### Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting municipal police departments to perform seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct overtime enforcement throughout the grant year. The patrols are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month sustained enforcement in FFY 2023 totaled 7,487 hours and produced 9,928 contacts resulting in 1,804 occupant protection citations.

### Nighttime (6 p.m. to 6 a.m.) Seat Belt Enforcement

All municipal police departments that receive grant funding for CIOT mobilizations are required to conduct at least 50% of those enforcement hours at night. This time period has been identified as having the lowest belt use in crashes and the highest occurrence of high-risk drivers. For the two primary enforcement mobilizations, Thanksgiving and the national enforcement mobilization, the result was 42%, or 4,540 hours of nighttime enforcement.

Both enforcement mobilizations performed a similar number of hours of nighttime enforcement. This was evidenced by 42% of the enforcement hours being performed during nighttime hours during the national enforcement wave and 41% for the Thanksgiving wave.

### Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted from October 10 through October 22, 2022. A total of 1,516 direct enforcement contacts were recorded by participating municipal departments. The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools.



As part of the coordinated effort, CTSPs provide educational programs to supplement the enforcement campaign. CTSP coordinators work with local police departments and PennDOT Safety Press Officers to generate earned media, complete seat belt surveys, and staff seat belt minicade details. Additional activities included “Survival 101” and “16 minutes” presentations via virtual platforms.

### Evidence-Based Traffic Safety Enforcement Program

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

### **Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2023-01-22-00 Federal; M2HVE-2023-01-23-00 Federal)**

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

#### RESULTS

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

### **Municipal Occupant Protection Enforcement and Education Programs (PT-2023-04-22-00 Federal; PT-2023-04-23-00 Federal)**

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



## RESULTS

- Funding was provided to municipal police departments, based on number and severity of crashes, to participate in the Thanksgiving 2022 and the national 2023 CIOT enforcement campaigns.
- Nighttime occupant protection enforcement improved in FFY 2023 with 4,540 hours (or 42% of all hours) performed during nighttime hours for the two primary enforcement mobilizations (Thanksgiving and the national mobilization).
- Municipal law enforcement agencies participated in the Teen Seat Belt Mobilization from October 10 to October 22, 2022.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 10-23, 2023) and 168 law enforcement agencies participated in this enforcement mobilization.

### **Child Occupant Protection Programs**

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

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

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





The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 160 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2023, 5,920 seats were purchased by the state and delivered to loaner programs for distribution.

**Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2023-01-22-00 Federal; OP-2023-01-23-00 Federal)**

PSP child passenger safety fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in a crash; studies have demonstrated those who have received instruction are likely to continue using the restraints.



Pennsylvania State Police will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians.

**RESULTS**

- Performed a total of 711 child safety seat checks during fiscal year 2023.
- Completed 162 events and checked a total of 689 child restraints during the National Enforcement Mobilization (May 2023) and the CIOT Child Passenger Safety Campaign (September 2023).

**Statewide Child Passenger Safety (CPS) Coordination (CP-2023-02-22-00 Federal; CP-2023-02-23-00 Federal/CP-2023-02-22-00 State; CP-2023-02-23-00 State)**

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

- **Child Passenger Safety Technician Certification Training** - Implement and oversee the administration and credibility of NHTSA's 32-hour Child Passenger Safety Technician courses taught statewide. The technicians staff the 212 Child Restraint Inspection Stations statewide, which instruct the public on proper installation and use of child restraints, and administer the update/refreshers



courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish inspection stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 2020.

- **Public Education and Outreach Training** - Provide educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints and of the penalties possible for not using them. The outreach is provided to the general public, hospitals, and other private health care providers.
- **Car Seat Loaner Programs** - The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for loaner programs. Currently, there are 160 loaner programs with locations in all 67 Pennsylvania counties. The Pennsylvania Traffic Injury Prevention Project (PA TIPP) conducts outreach to establish new loaner programs based on population and poverty-level data. The project maintains a loaner program directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is also available to the general public on PA TIPP's web site at [PAKidsTravelSafe.org](http://PAKidsTravelSafe.org).

## RESULTS

- Conducted 31 NHTSA CPST courses, certifying 378 new technicians and 2 new instructors.
- Conducted 19 renewal courses and 39 technical update classes.
- Conducted hospital educational trainings which included:
  - 44 CME/CEU courses with 256 participants.
  - 1 pediatric webinar approved for CME/CEU with 121 attendees.
  - 5 requests for CEU toward CPS recertification and 25 requests for CME/CEU.
- Conducted 81 training programs for school staff, caregivers, and school transportation providers with 4,134 adult and child participants.

## Summary

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Occupant protection efforts were continued during FFY 2023. Efforts in this grant year included the Thanksgiving and national CIOT mobilizations, along with teen driver and child passenger safety mobilizations. Pennsylvania continued efforts in seat belt law enforcement by requiring all funded departments to participate in



sustained enforcement throughout the grant year. Pennsylvania's Statewide Seat Belt Observation survey results show the seat belt use rate was 87.7% in 2023. Since Pennsylvania has a secondary seat belt law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue, along with media and outreach efforts to increase Pennsylvania's seat belt usage rate and continue lowering unrestrained fatalities.







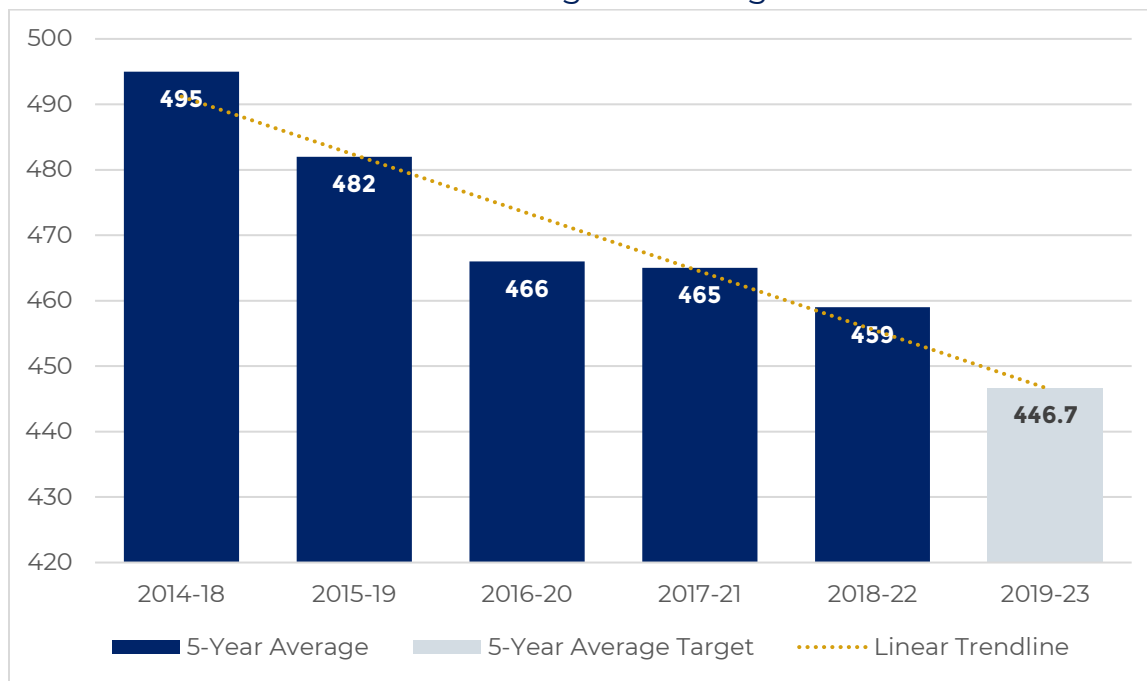
# Police Traffic Services

## Police Traffic Services

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

### Performance Targets

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



### Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed toward high-crash or high-violation geographical areas. The following projects were funded in FFY 2023.





## **Pennsylvania State Police – Police Traffic Services (PT-2023-01-21-00 Federal; PT-2023-01-22-00 Federal)**

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

The Selective Traffic Enforcement Program (STEP) is a state police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide and yearlong in data-driven locations. Many of the STEP locations overlapped with designated highway safety corridors where fines are doubled for most moving violations. More than 250,000 traffic citations were written during STEP details in FFY 2023. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 4, pages 31-37)

### RESULTS

- All 16 PSP troops participated in aggressive driving enforcement during FFY 2023, including 1,906 overtime enforcement hours.
- 10,848 hours of STEP overtime enforcement were completed.

## **Statewide Law Enforcement Liaison (LEL) Program Coordination (PT-2023-02-22-00 Federal; PT-2023-02-23-00 Federal)**

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

Educating law enforcement about the need to plan focused enforcement through crash data was another major objective of this program. The LELs promoted the use of Pennsylvania’s Crash Information Tool (PCIT) to law enforcement and even trained new users. This program was also helpful in expanding the reach of traffic safety messaging and ensuring that high visibility enforcement information gets



disseminated to all law enforcement agencies, not just the main grant holding municipal police departments.

## RESULTS

- Trained 128 officers through 28 LEL coordinated trainings.
- Reviewed over 6,000 dotGrants enforcement reports for accuracy and performance.
- Observed 93 live enforcement details to provide guidance on standard operating procedures.

### **Police Traffic Services Program (PT-2023-04-22-00 Federal; PT-2023-04-23-00 Federal)**

PennDOT offered single enforcement grants to fifty different agencies in FFY 2023. Each grant provided for municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian safety countermeasures. Funding distribution for the four safety focus areas utilized an allocation formula based on local crash data. This new centralized structure gives police departments more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Municipal police conducted aggressive driving roving patrols and traffic enforcement zones over the course of three separate mobilizations in FFY 2023. Some departments also had the ability to do sustained non-wave enforcement as local opportunity arose. Aggressive driving serious injury and fatality data weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. Earned media themes tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, outreach during the enforcement wave in April tied in work zone safety and distracted driving. Local district judges were informed when enforcement was occurring so they could help support the program.

Coordination for the events was completed via our six highway safety regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. (CTW, Chapter 4, pages 31-37)



## RESULTS

- More than 44,000 motorists were contacted through municipal police aggressive driving enforcement. These contacts led to more than 19,000 speeding citations.



## Summary

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







# Motorcycle Safety



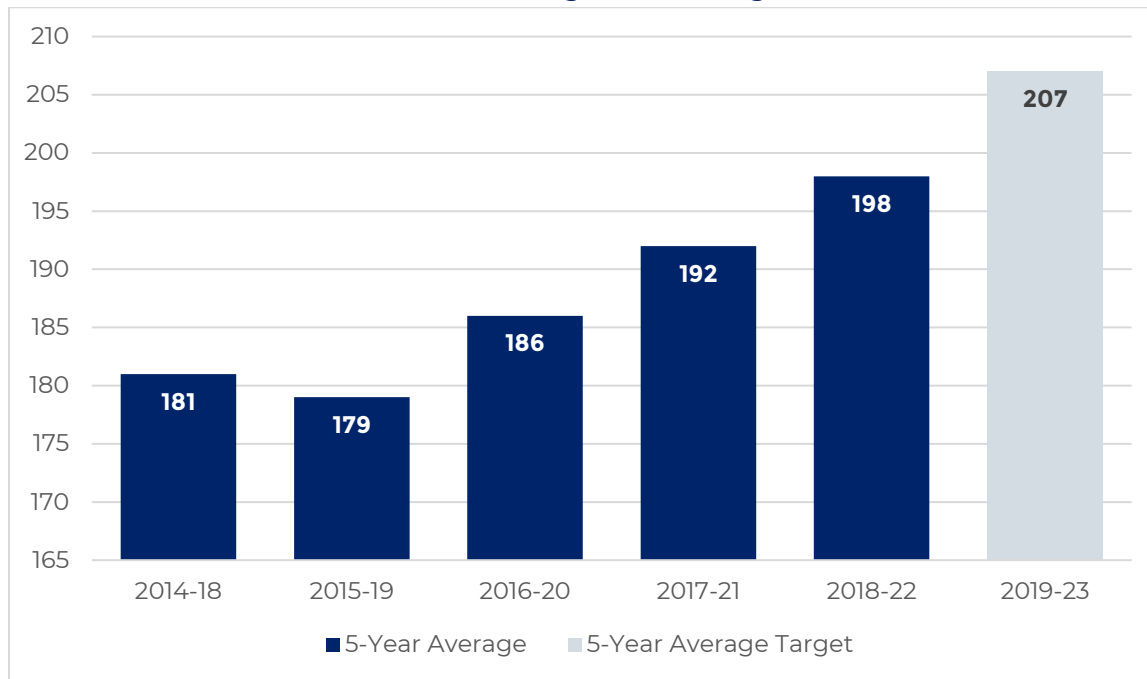
## Motorcycle Safety

Over the last decade, Pennsylvania saw a 7.16% decrease in licensed motorcyclists, and a 7.91% decrease in registered motorcycles. Due to their size, motorcycles can be hidden in blind spots and are easily overlooked by other drivers. The majority of multi-vehicle crashes involving a motorcycle cite a vehicle other than the motorcycle as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

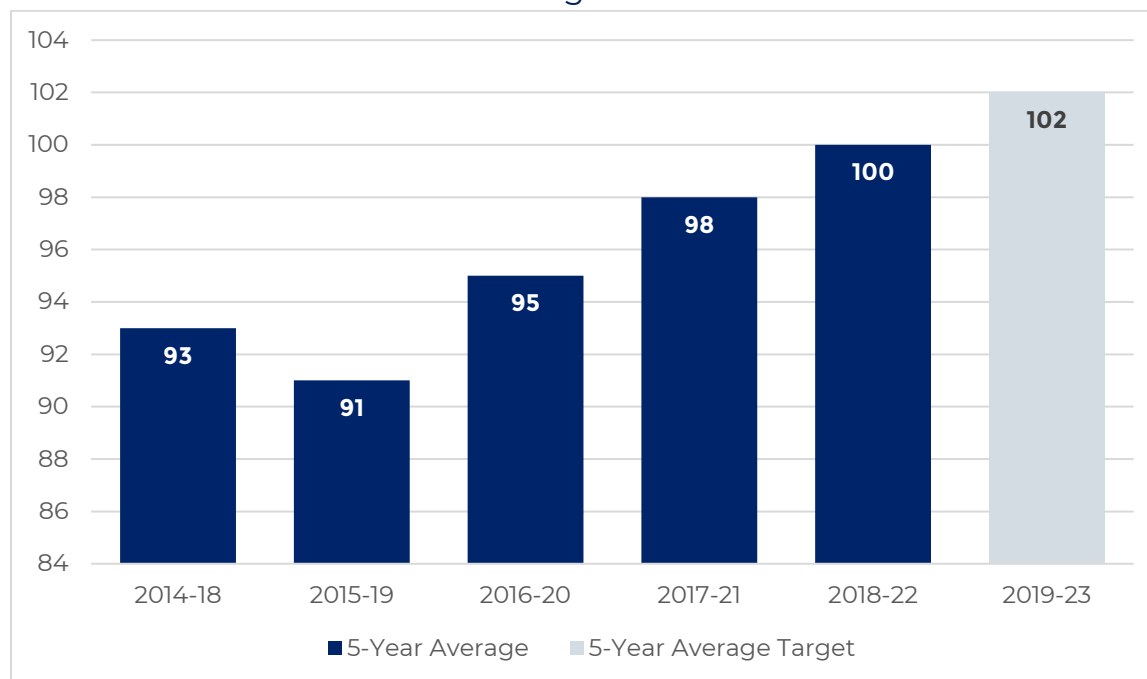
### Performance Targets

**Figure 3.4 Motorcyclist Fatalities**

Historical 5-Year Averages and Targets



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



## Countermeasures (Programs and Projects) and Results

### Motorcycle Rider Training

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

The Pennsylvania Motorcycle Safety Program (PAMSP) was established to teach riders of all skill levels the fundamentals needed to safely operate a motorcycle. The PAMSP was created from legislation in 1984 and began one year later. Now in its 38th year of training, the PAMSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner’s permit.

### Pennsylvania Motorcycle Safety Program Trainings

PennDOT understands the importance of offering motorcycle training to the public and has been working hard to ensure that free training is available to the residents of Pennsylvania. PAMSP has contracted with several third-party motorcycle training providers to offer motorcycle safety training classes that will include the motorcycle skills test licensing waiver. Pennsylvania offers four training courses free of charge to Pennsylvania residents at several sites across the state. The training provides new



riders with skills needed to operate a motorcycle more safely and provides opportunity for advanced riders to refresh and refine their skills. There are three levels of motorcycle training courses, basic, intermediate, and advanced, as well as a three-wheeled rider course. The internationally acclaimed Advanced Riding Clinic (Total Control ARC®) curriculum is used extensively by government agencies and the military to reduce crashes, injuries, and fatalities.

**RESULTS:**

- Enrolled 13,434 students in motorcycle training courses in 2022.



**Motorcycle Safety Communications and Outreach**

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

**Motorcycle Safety Initiatives (M11MA-2023-01-22-00 Federal; M11MA-2023-01-23-00 Federal)**

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



The total budget for paid media in 2023 was approximately \$350,000. Unfortunately, due to an error on the part of the vendor, approximately \$200,000 in advertising was not implemented. This resulted in an underspend for Share the Road. The dollars will be rolled into the 2024 media campaign, allowing the campaign to extend its reach to more Pennsylvanians. PennDOT is working with the vendor as they examine their practices to ensure all contractual activities are fully implemented in the future.

### RESULTS:

- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle crashes. Out of home ads produced 31.9 million impressions, while digital ads resulted in 7.9 million impressions and nearly 45,000 clicks.

The 2023 paid media buy included tactics such as billboards, Facebook, Instagram, Snapchat, Google Video and responsive display, and streaming video and audio.



## Live Free Ride Alive (LFRA) Program

The LFRA program is designed to educate riders on the importance of being properly licensed, riding sober, using all protective gear, and having safe riding

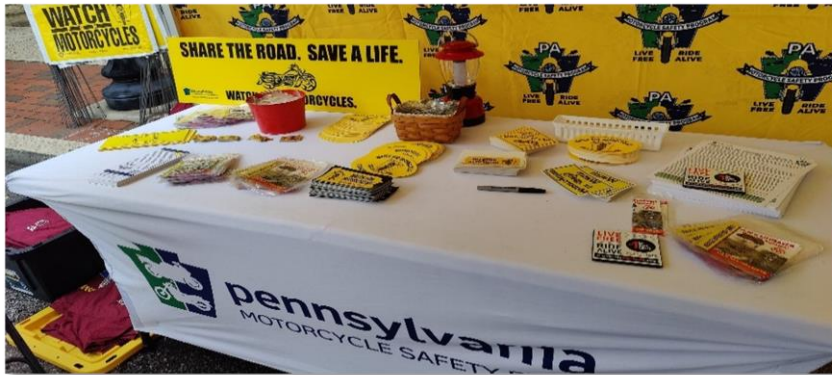


experiences. The grassroots effort of the program is PennDOT's Live Free Ride Alive booth, where representatives talk to riders about the importance of getting licensed, getting trained, riding sober, and not speeding. The booth offers riders a chance to learn about motorcycle safety courses offered and how to register. Additionally, LFRA posters, stickers, and other various materials are distributed to dealerships, driver license centers, welcome centers, and various tourism locations across the state.

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

#### RESULTS:

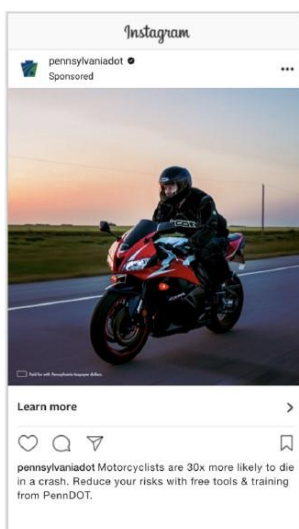
- Attended 10 motorcycle rallies in calendar year 2023.



- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle crashes. Out of home ads produced 7.2 million impressions, digital ads resulted in 12.3 million impressions and more than 75,000 clicks, and TV and radio ads delivered 1,785 spots resulting in \$127,525 in added value.



The 2023 paid media buy included tactics such as Facebook, Instagram, Snapchat, Google Video Network, TV, radio, and billboards.



## Summary

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









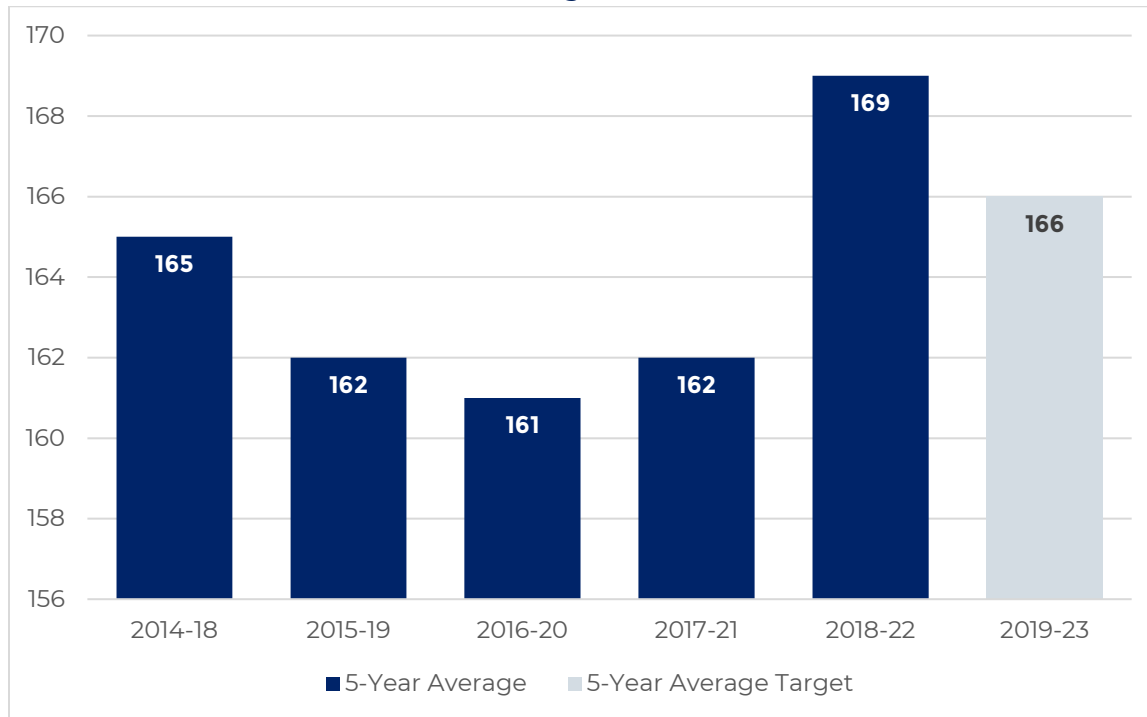
# Pedestrian and Bicycle Safety

## Pedestrian and Bicycle Safety

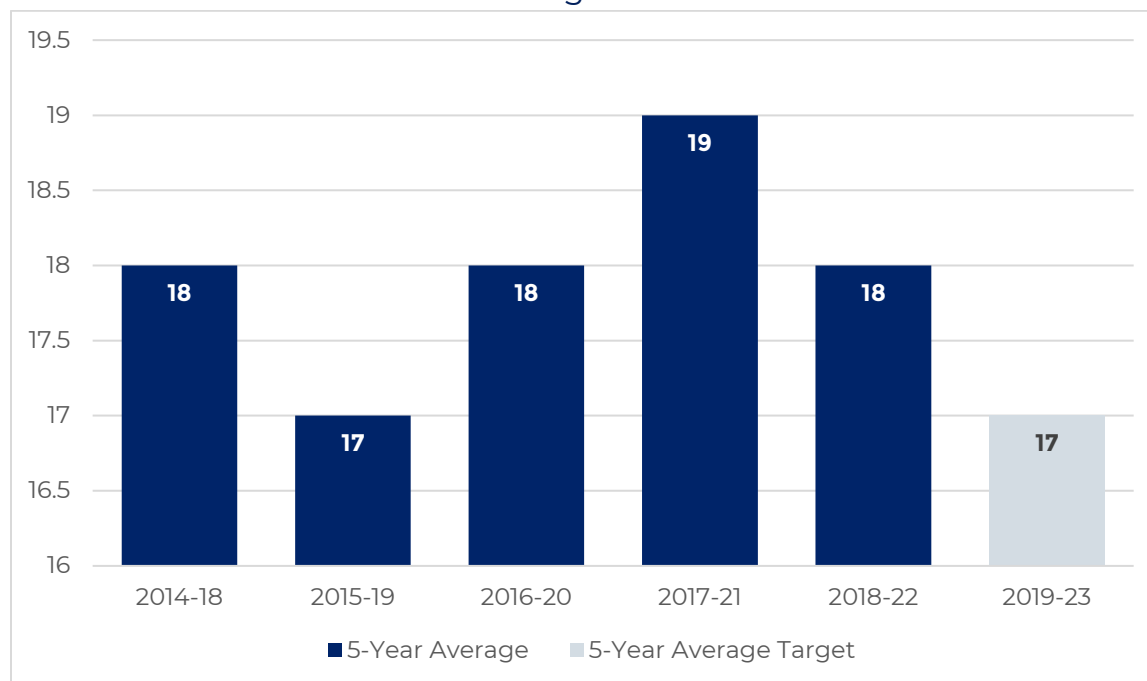
Pedestrians and bicyclists are both considered vulnerable road users, those most at risk in crashes with vehicles. While fatalities in both areas have remained steady over the past several years, they remain high and continue to be safety focus areas.

### Performance Targets

**Figure 3.6 Pedestrian Fatalities**  
Historical 5-Year Averages and Goals



**Figure 3.7 Bicyclist Fatalities**  
Historical 5-Year Averages and Goals



## Countermeasures (Programs and Projects) and Results

### High Visibility Pedestrian Enforcement

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

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

### **Pennsylvania State Police Nonmotorized HVE (Task 6) (FHLE-2023-01-22-00 Federal; FHLE-2023-01-23-00 Federal)**

These funds were dedicated to efforts in reducing the number of crashes involving bicycle and pedestrian injuries and fatalities across Pennsylvania. The Pennsylvania





State Police (PSP) distributed funding to their troops to conduct enforcement operations toward these efforts. This funding also allowed for bicycle and pedestrian safety awareness campaigns, education around Pennsylvania’s bicycle and pedestrian safety laws, officer training, targeted enforcement strategies, and public media outreach.

**RESULTS:**

- PSP were able to conduct 4,958 hours of overtime enforcement under this planned activity in FFY 2023, resulting in 9,844 total violations.

**Municipal Pedestrian Enforcement and Education Program (FHLE-2023-02-22-00 Federal; FHLE-2023-02-23-00 Federal)**

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

A pedestrian enforcement wave, conducted in coordination with National School Bus Safety Week and Pedestrian Safety Month, ran from October 17 through October 21, 2022. This wave was supported by earned media for both pedestrian and school bus safety. A second pedestrian enforcement wave ran from May 1 through May 14, 2023, and was also supported through earned and owned media. The theme of the enforcement wave included yielding to pedestrians, looking both ways before crossing, and crossing in crosswalks.

**RESULTS:**

- Municipal police departments were able to conduct 5,584 total hours of overtime enforcement in FFY 2023 resulting in 3,869 citations.
- Funding was provided to municipal police departments to participate in both pedestrian enforcement waves during FFY 2023.
- Completed 208 hours of overtime enforcement during the first wave (October), as well as 1,318 hours of overtime enforcement during the second wave (May). Together the planned activity resulted in 1,241 citations.



## Summary

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Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2023 are likely to help curb the recent increases observed in fatality data. Maintaining a strong relationship with the PennDOT Statewide Bicycle and Pedestrian Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

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







# Traffic Safety Information Systems



## Traffic Safety Information Systems

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

Crash record management is divided into two groups:

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

As part of regular development, enhancement, and maintenance activities, CRS, CDART, and PCIT are often updated with frequent system releases. Besides maintaining existing functionality, new enhancements are implemented to improve the timeliness, quality, and breadth of information available to those who can use it to enhance safety.

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





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

	<b>Completeness</b>	<b>Accuracy</b>	<b>Timeliness</b>
2023 Target	0.09	0.30	9.50
2022 Target	0.09	0.30	9.00
2022 Actual	0.10	0.32	9.99

**Countermeasures (Programs and Projects) and Results**

**Traffic Records Program Administrators (TRPA) (M3DA-2023-01-21-02 Federal; M3DA-2023-01-22-02 Federal; M3DA-2023-01-23-02 Federal)**

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

The success of PennDOT’s Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the state. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness. This project continues to provide the LEA community with a Traffic Records Program Administrator (TRPA) as a point of contact between PennDOT’s Crash Information Systems and Analysis Unit and approximately 1,200 municipal police agencies across the state. This grant period marks the end of the 14th year of the crash records project.

**RESULTS**

- As the move to electronic submission itself improved completeness, accuracy, and timeliness, the TRPA program has begun to evolve to find new ways to make these improvements. A section of PCIT added in FFY 2020 allows police to access their own department’s metrics. The TRPAs continue to introduce this at their trainings and provide these metrics directly to police through their own access. The program is also continuing to focus on the TraCS to Locals sub-project, which allows LEAs to report citations electronically in addition to electronic crash reports. Currently, 541 of Pennsylvania’s approximately 1,100 local police agencies are submitting electronic crash reports, along with 471 submitting electronic citations. Additional activities include one-off communication interventions as part of an initiative to improve systematic data quality.



**Crash Architecture and Public/Partner Data Interface (M3DA-2023-02-21-00 Federal; M3DA-2023-02-22-00 Federal; M3DA-2023-02-23-00 Federal)**

The Pennsylvania Crash Information Tool (PCIT) was deployed in 2015 and serves as a publicly accessible crash records database and retrieval system. PCIT currently provides access to a variety of reports featuring commonly requested highway safety categories. Reports may be filtered by year and customized by various traffic safety focus areas. The website also enables users to retrieve specific data in table or map format, which was implemented in April 2017. New user access areas were added in FFY 2019, which allowed more direct contact to business partners. In FFY 2020, special log-in business partner access was added for Pennsylvania’s grantee network. This put vital crash data directly in the hands of those who work to address behavioral safety issues. PennDOT staff has provided numerous trainings on navigating the PCIT webpage and encourages all users to promote the site amongst their agencies. In FFY 2021, enhancements were made to the most used feature, the Custom Query Tool. Some of these enhancements were based on NHTSA’s FIRST Tool. Traffic to the webpage has increased every year since its creation. In FFY 2022, PennDOT’s Police Traffic Services area got a new report, a new featured report was added to the public area, and new query tool flags were added, among the many changes and additions that were developed.

**RESULTS**

- The Pennsylvania Crash Information Tool was updated during FFY 2023 to add multiple new engineering user reports and additional mapping layers to the Query Tool Map, along with other changes. The biggest changes included adding a current year fatalities dashboard to allow the public to keep tabs on Pennsylvania’s progress and overhauling the site’s survey to gather better feedback for future enhancements. The web address for PCIT is <https://crashinfo.penndot.gov>.

**Location Reference System (LRS) Realignment Application (M3DA-2023-03-21-00 Federal; M3DA-2023-03-22-00 Federal; M3DA-2023-03-23-00 Federal/M3DA-2023-03-21-00 State; M3DA-2023-03-22-00 State; M3DA-2023-03-23-00 State)**

PennDOT’s Roadway Management System (RMS) is the primary system that contains information about the state-owned highway network, an inventory of the roadway features, conditions, and characteristics. The information from RMS is used for many functions including funding, business planning, project design, maintenance programming decisions, and crash reporting. The Crash Reporting



System (CRS) relies on timely, accurate roadway information to ensure crashes are being assigned to correct locations for use within PennDOT’s many safety programs.

An opportunity was identified to streamline a manual process for the LRS realignment process. The LRS realignment process is currently completed through a fillable PDF that is reliant on email communication. As a result, the process is prone to bottlenecks and potential communication shortfalls.

The project was designed to replace the manual email process with a web application that will electronically track the status of each change request. The system will automatically send communications for required approvals and perform automated calculations and validations. It will also include enhanced reviewing tools such as mapping functionality.

The goal of the project is to improve the timeliness of roadway data so that it can be appropriately used more quickly. This will enhance the quality of safety data as crashes will be assigned to the correct location when new builds and realignments to the roadway system occur. In addition to improving timeliness, the application will improve accuracy by auto-calculating and verifying the arithmetic entered to confirm identical movements when moving footage from one segment to another, as well as incorporating other validations to clarify the adjustment request and reduce errors.

**RESULTS**

- This project was completed midway through FFY 2023. The resulting PennDOT application from this project is called the Segment Change Management System (SCMS). It is a map-based application that automates the former LRS Segment Change Form. The application tracks the status of each request, automatically sending communications for approvals, streamlining the process to allow tasks to be completed concurrently. Below is the post application analysis of improvements to roadway data changes.

**Table 3.2 Timeliness**  
Improvements to roadway data changes

Type of Change Request	Baseline Measurement	Projected Measurement	Measurement Sample	Actual Measurement
Simple	6-15 calendar days	4-6 calendar days	March – May 2022	9 calendar days
			March – May 2023	4 calendar days
Complex	13-15 calendar days	10-12 calendar days	March – May 2022	11 calendar days
			March – May 2023	7 calendar days



**Table 3.3 Accuracy**  
Improvements to roadway data changes

Measurement Sample	Error Rate	Total Requests	Total Rejections
March – May 2022	3.75%*	160 requests	6 forms rejected
March – May 2023	<1%	178 requests	1 form rejected

\*The quarterly average error rate for 2022 was 4.5%.

## Summary

Projects that were implemented in FFY 2023 were outlined in the 2023 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system and crash records performance measures, as well as updates on ongoing projects. Pennsylvania’s traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

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







# Community Traffic Safety Projects



## Community Traffic Safety Projects

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

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

In FFY 2023, the HSO offered additional funding for these projects to identify and address underserved populations. Projects were invited to apply to receive part of \$500,000 that was made available to help identify underserved populations throughout Pennsylvania and implement plans to bring highway safety education and messaging to those communities.

Projects submit proposals to the HSO for review for funding approval. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data, license, registration, conviction data, Justice 40 locations, and other data from various sources. Data included in agreements identifies safety problems, underserved populations, and supports the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.



## Countermeasures (Programs and Projects) and Results

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### Educational and Outreach Programs

Educational and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs, targeted to all age groups, raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year. Outreach also provides opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

### Community Traffic Safety Program (CP-2023-01-22-00 Federal; CP-2023-01-23-00 Federal)

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

#### RESULTS

- CTSPs across the state received a total of \$250,000 to provide equitable programming and messaging in their communities.
- Funded 18 Community Traffic Safety Projects to conduct behavioral traffic safety programming covering the entire state.

### Summary

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Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2023. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area which makes outreach challenging. We have recognized these challenges and work to provide CTSPs with the tools needed to target their local communities.







# Communications and Media

## Communications and Media

PennDOT's central communications office manages highway safety media through partnerships with regional safety press officers (SPO), local safety programs, and law enforcement. Press and social media announcements promoting enforcement activities, law enforcement trainings, safety initiatives, and community events are reviewed, sent out, and tracked year-round. SPOs send press releases, organize and participate in school and community outreach programs, and host safety media events to help educate the public through our safety messages. Throughout FFY 2023, PennDOT's 11 SPOs participated in nearly 250 community and school outreach events, issued more than 140 media advisories and press releases, hosted more than 70 media events, gave more than 60 media interviews, recorded more than 10 PSAs, pitched news stories and editorials more than 10 times, and more. These combined efforts directly reached more than 23,000 Pennsylvanians, with countless more reached through the more than 200 media stories they generated around the state.

Central communications office staff also help by promoting national mobilizations with statewide media events, and by continuing to promote the Pennsylvania Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

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

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

### Be Safe PA

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

Overall, PennDOT spent approximately \$1.1 million in state funds on the four campaigns that ran successively from March through June 2023. The media spend





included approximately \$250,000 for each of the four topics: speeding, distracted driving, seat belt safety, and impaired driving. The campaigns were highly successful, delivering more than 160 million impressions across digital and traditional media. The campaign produced more than 277,000 clicks with an overall click-through-rate of 0.89%.

The campaign invested approximately \$400,000 in digital media resulting in 28.3 million impressions, about 250,000 clicks, and more than 9 million audio/video completions. Approximately \$600,000 was invested in traditional media. The outdoor/lifestyle media resulted in more than 125 million impressions, including 25 million in added value impressions valued at \$138,135. The total value of radio media exceeded \$735,000, which resulted in \$671,000 of added value.

Media partners included:

- **Radio:** The Pennsylvania Association of Broadcasters facilitates turnkey remnant inventory across local broadcast properties helping to increase reach and frequency.
- **Outdoor:** Lamar Outdoor has the capability to run messaging in all major markets across PA through their high-impact digital bulletins. Clear Channel Outdoor has high-impact digital bulletins spread out across the greater Philadelphia area reaching mass volumes of commuters.
- **Lifestyle media placements** are a cost-effective way of reaching key audiences while commuting to work, running errands, and socializing with friends at bars and restaurants. Partners included AMI entertainment (in-bar advertising focusing on jukeboxes and mobile apps that interact with them), All Over Media (gas pump toppers, bathroom posters, window/mirror clings), Gas Station TV (video plays with audio while the gas pump is in use), and National Retail Solutions (convenience store checkout screens).
- **Digital-Online vehicles** will be used primary to reach active drivers through streaming audio while connected to Bluetooth as well as through a prominent navigation service. Partners included Spotify online radio, Pandora streaming audio and video, Q1 media (used to distribute sober driving messages by geofencing bars and restaurants across PA), Waze Zero Speed Takeover, and Google Ads.
- **Digital-Social vehicles** played a tertiary role in the overall media mix by reaching drivers primarily while at home or otherwise outside of their vehicles with the intent of reaching them with safety messaging before entering their vehicle. Media partners included Facebook, Instagram, and Snapchat!



## Advanced Analytics

In FFY 2023, PennDOT partnered with the creative marketing agency responsible for implementing paid media campaigns for Pennsylvania state agencies to evaluate the effectiveness of historical safety campaigns, including impaired, speeding, distracted, and seat belts, over the course of 2019 through 2023. The agency studied crash data for January 2019 through June 2023 involving drivers aged 21-49, the primary targets of the annual safety campaigns.

The distracted driving campaign emerged as the most impactful campaign. While in market, driver-related crashes – those crashes involving impaired driving, distracted driving, speeding and aggressive driving, and unbelted motorists – decreased at an average of 16%. Severe crashes were reduced by 10% while the distracted driving campaign was in market, the only campaign during which severe crashes declined.

The seat belt safety campaign was the least impactful. Only crashes due to speeding declined while it was in market (by 20%). However, crashes may not be the most appropriate metric to evaluate CIOT’s effectiveness: (Not) fastening one’s seat belt is unlikely to directly affect one’s likelihood to crash.

The analysis performed is limited by two factors: (1) Most campaigns happened during the same month each year and (2) there is no data for these months during which no campaigns were active. This makes it impossible to accurately isolate the effect of any given campaign. Instead, the analysis is likely also picking up on seasonal fluctuations in crashes that have little to do with the safety campaigns.

## Speeding

In March 2023, PennDOT conducted a speeding media campaign to coincide with the statewide Aggressive Driving Enforcement Wave 2 campaign, which focuses on several themes including speeding. Media assets were reused for a third year and again included both a :15 and :06 video, along with still assets.



## Distracted Driving

In April 2023, PennDOT conducted a distracted driving media campaign aimed at reducing the number of these crashes while increasing statewide awareness of the consequences associated with distracted driving. Media assets were reused for a third year and included a [:15 video](#), along with still assets.



## Seat Belts

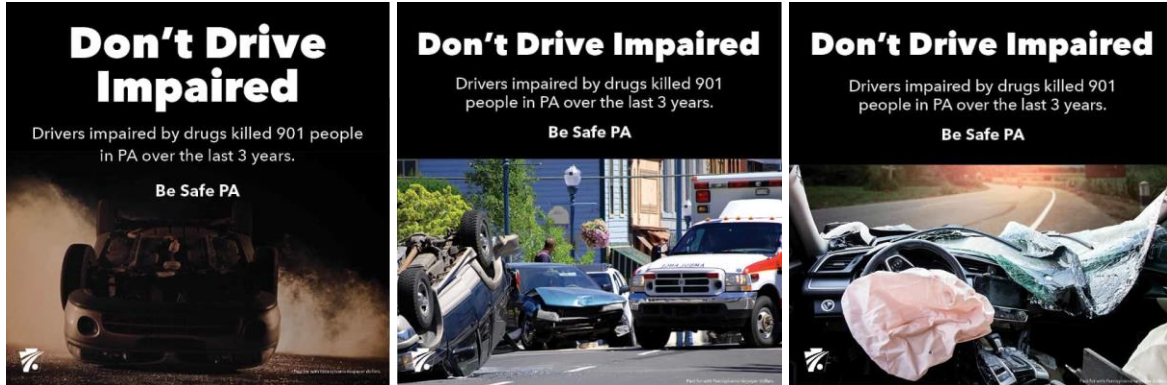
In May 2023, PennDOT conducted a seat belt safety awareness campaign. Media assets were reused for a third year and again included both [:15](#) and [:06](#) videos, along with still assets.



## Impaired Driving

PennDOT conducted an impaired driving media campaign in support of the Fourth of July Impaired Driving Campaign throughout June and early July. Impaired driving media assets were reused for a second year and again included both [:15](#) and [:06](#) videos, as well as still assets.





## Countermeasures (Programs and Projects) and Results

### Public Information and Education (State Funds)

The Public Information and Education line is used for brochures and other free educational pieces to address emerging safety focus areas and other unforeseen safety issues. These publications are typically available for download and in some cases printed. Limited state funds were used to support these expenses in FFY 2023.

Additionally, with the use of state funds, the Highway Safety Office assigns each Safety Press Officer with a budget of \$300 to be used for printed publications that are needed for their work promoting PennDOT’s safety messages.

### Summary

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

In 2024, PennDOT plans to implement new media in support of seat belt use, while updating and refreshing currently available impaired driving media. The media buy will focus on these two topics, and each topic will run for approximately two months, with a larger budget per topic leading to increased saturation across the state. It is hoped that by focusing on two topics, we can make more of an impact, thereby reducing crashes and fatalities and making Pennsylvania roadways safer for all.







# Impaired Driving

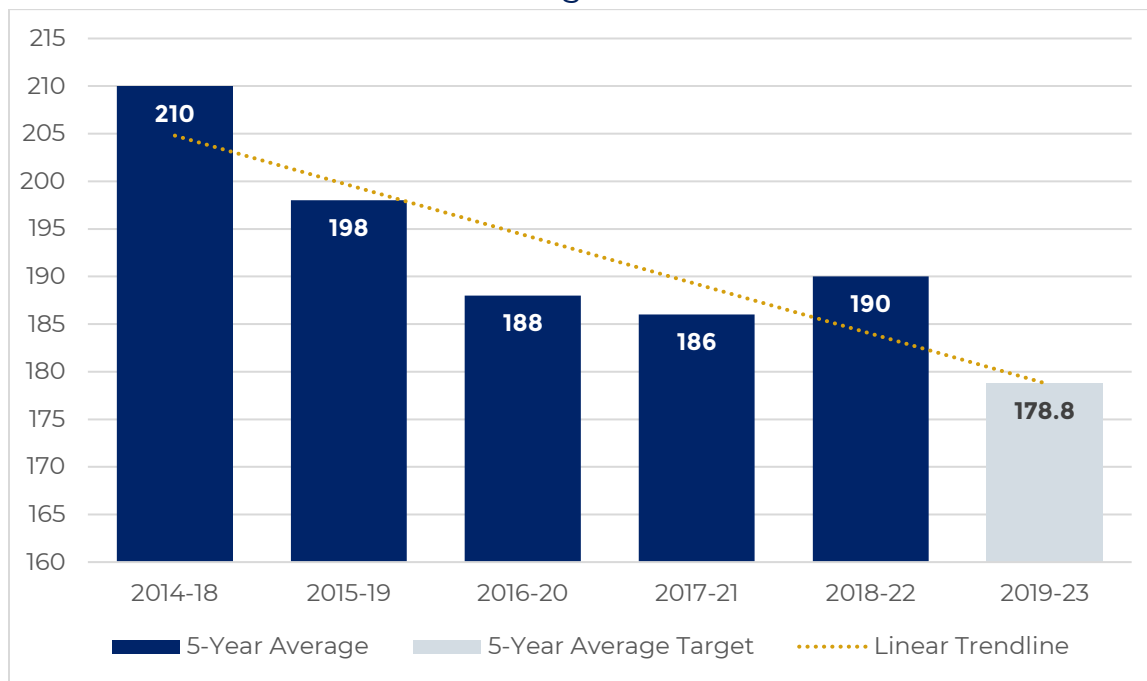


## Impaired Driving

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

### Performance Target

**Figure 3.8 Fatalities Involving Driver or Motorcycle Operator with  $\geq 0.08$  BAC**  
Historical 5-Year Averages and Goals



### Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2023.

#### High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$4.4 million in federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2023. Pennsylvania’s data-driven high-visibility enforcement (HVE) program conducted



enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our six highway safety regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age and sex of drivers.

### **Pennsylvania State Police DUI Enforcement Program (M5HVE-2023-01-22-00 Federal; M5HVE-2023-01-23-00 Federal)**

PSP implemented the Impaired Driving Enforcement and Initiatives Program to focus effort on enforcement and training in order to provide increased high visibility enforcement that emphasizes times and locations with a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, PSP conducted more than 1,450 sobriety checkpoints and roving DUI patrols during FFY 2023. This enforcement contacted more than 32,000 motorists resulting in 1,274 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continue to receive standardized field sobriety testing certification during their academy training.

#### RESULTS

- Conducted more than 1,450 sobriety checkpoints and roving DUI patrols, contacting more than 32,000 motorists resulting in 1,274 arrests for impaired driving.





PennDOT Executive Deputy Secretary Cheryl Moon partnered with Pennsylvania State Police Commissioner Colonel Christopher Paris and other safety partners to urge motorists to celebrate responsibly ahead of the Labor Day holiday.



The event featured a demonstration of a traffic stop, including the standardized field sobriety test.

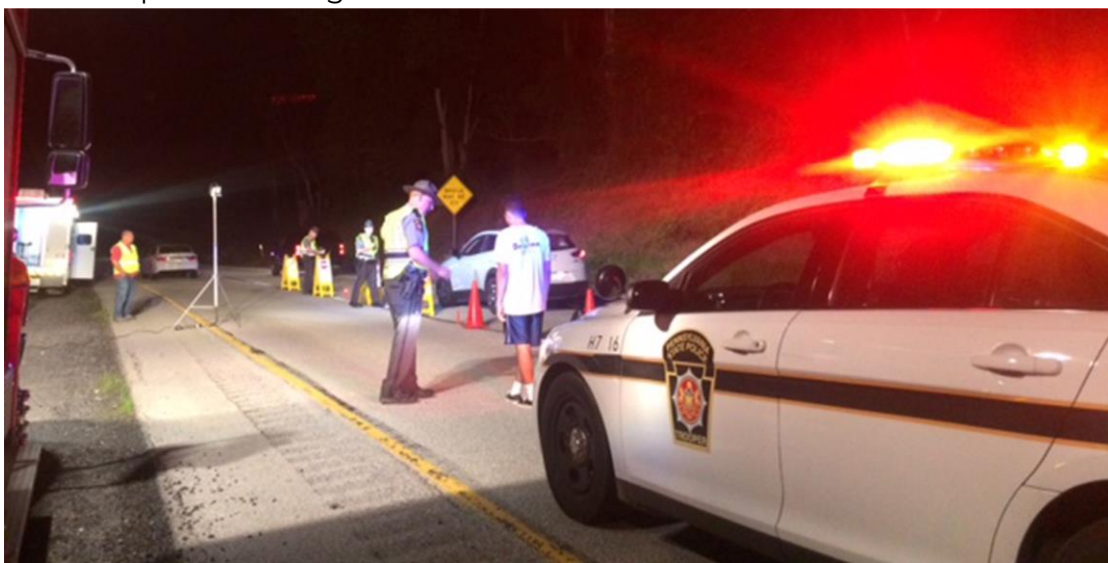
### **Municipal DUI Enforcement Programs (M5HVE-2023-02-22-00 Federal; M5HVE-2023-02-23-00 Federal)**

PennDOT offered 50 police traffic services grants, which involved more than 750 municipal police departments during FFY 2023. Impaired driving enforcement is a component of the police traffic services grant. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and “Cops in Shops” operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target locations for impaired driving enforcement. At a minimum, enforcement agencies receiving grant funding were required to participate in the national crackdown during the Labor Day holiday, but also include other DUI mobilizations highlighted on the NHTSA communications calendar. DUI Regional Program Administrators helped to ensure police departments planned participation during the crackdowns and mobilizations. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. This impaired driving

enforcement resulted in more than 81,600 motorists contacted and nearly 1,200 arrests for impaired driving.

## RESULTS

- More than 1,700 impaired driving enforcement operations resulted in more than 81,600 motorists contacted and nearly 1,200 arrests for impaired driving.



### **DUI Courts (M5CS-2023-01-22-00 Federal; M5CS-2023-01-23-00 Federal)**

In 2022, there were nearly 14,500 convictions for a second or subsequent DUI offense. Those convictions accounted for more than 56% of all DUI convictions in 2022. PennDOT provides counties with grants for DUI court to address recidivism. While in DUI court, the repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI court grants from PennDOT are renewed for three years and are intended as start-up funds. During FFY 2023, no counties applied for DUI court grant funding from PennDOT. National studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates, consistent with these national studies.

## RESULTS

- Funded no new DUI courts during FFY 2023. The number of DUI courts operating in PA stands at 16.



**Institute for Law Enforcement Education (M5TR-2023-01-22-00 Federal; M5TR-2023-01-23-00 Federal; PT-2023-03-22-00 Federal; PT-2023-03-23-00 Federal)**

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an agreement with the Institute of Law Enforcement Education (ILEE) at the PA Department of Education. With more than 140 trainings offered, nearly 3,000 law enforcement officers received some type of highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing during FFY 2023.

**RESULTS**

- Nearly 3,000 law enforcement officers received highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing.

**Traffic Safety Resource Prosecutor (TSRP) (M5TR-2023-03-22-00 Federal; M5TR 2023-03-22-00 Federal)**

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The Traffic Safety Resource Prosecutor (TSRP) provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resources for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. More than 800 instances of technical assistance were provided by the TSRP during FFY 2023. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly “Cops in Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which





uses a simulated impaired driving case and follows each step from arrest to prosecution.

#### RESULTS

- Provided funding for one full-time Traffic Safety Resource Prosecutor (TSRP) in FFY 2023.
- TSRP provided more than 800 instances of technical assistance ranging from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors.

### **Judicial Outreach Liaison (JOL) (M5TR-2023-04-22-00 Federal; M5TR 2023-04-23-00 Federal)**

Since implementing a state-sanctioned Judicial Outreach Liaison (JOL) in 2012 with funding from NHTSA, the program has substantially evolved and continues serving as a liaison between the judiciary and the rest of the highway safety community. Activities conducted by the JOL included hours dedicated to the Court Reporting Network (CRN) revision project, the Department of Drug and Alcohol Programs (DDAP) county assessment project, DUI court promotion and support, and participation in meetings with the highway safety office. In addition, hours have been dedicated toward the DUI intervention project to examine each county's DUI program and how DUI offenders are assessed for treatment purposes. The JOL project continued activity on the DUI Court study and the implementation manual for new DUI Courts. Finally, the JOL presented material to certain stakeholder groups, including the statewide DUI task force, the DUI oversight committee, the state legislative commissions and task force, as well as national groups such as the National Center for DWI Courts.

#### RESULTS

- Providing funded for one Judicial Outreach Liaison (JOL) in FFY 2023.

### **Statewide DUI Program Coordination (DUI RPAs) (M5TR-2023-02-22-00 Federal; M5TR-2023-02-23-00 Federal)**

Four DUI Regional Program Administrators (DUI RPAs) dedicated to impaired driving support were funded under a grant with the Pennsylvania DUI Association. These positions, including two full-time and two part-time, are funded under the NHTSA grant program using §405(d) funding. During FFY 2023, the DUI RPAs served as a technical resource on impaired driving for the 50 police traffic services grants statewide. More than 750 municipal police departments and the state police receive



funding under the grant program and the DUI RPAs serve as a technical resource for each of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUID crashes and arrests are most likely due to the large effort toward training law enforcement in DUID detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2023, 25 ARIDE courses were conducted by the PA DUI Association, training 417 law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 19th year of operation and certified 30 new officers as drug recognition experts in FFY 2023, which brings the total number of DREs in Pennsylvania to 256. During FFY 2023, DRE officers conducted 1,779 evaluations, which resulted in opinions within all seven drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers. An additional 546 evaluations were conducted in a training environment.



Pictured above is one of two DRE classes held in FFY 2023.

## RESULTS

- Funded two full-time and two part-time DUI Regional Program Administrators (DUI RPAs).
- DUI RPAs served as a technical resource for the 50 police traffic services grants statewide.
- 30 ARIDE courses were conducted by the PA DUI Association, training hundreds of law enforcement officers.
- Certified 30 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to 256.
- DRE officers conducted 1,779 evaluations.



## **Pennsylvania DUI Association Technical Services Program (State Funded)**

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

### RESULTS

- Certified or recertified 218 Alcohol Highway Safety School instructors and 284 Court Reporting Network evaluators during FFY 2023.

## **Ignition Interlock (State Funded)**

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. Pennsylvania law makes the installation of an ignition interlock system mandatory for first-time and repeat DUI offenders with high blood alcohol levels and for individuals who refuse chemical testing. Interlock devices prohibit a vehicle from being operated by a drinking driver with a breath alcohol content higher than 0.025. In FFY 2023, there were more than 13,400 Pennsylvania residents with an installed ignition interlock device, and more than 82,000 vehicle ignition starts were prevented by devices statewide. The contractor also conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures. State funds were utilized to deliver these tasks.

### RESULTS

- Conducted 373 site visits to ignition interlock installation service centers to audit for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures.
- More than 82,000 vehicle ignition starts were prevented by ignition interlock devices statewide.



## Summary

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

Enforcement grantees in Pennsylvania conducted sobriety checkpoints and roving patrols following the HVE model with 83.2% of the committed enforcement funds liquidated during FFY 2023. Compared to 2020, the commonwealth experienced a slight increase in DUI arrests in calendar years 2021 and 2022. It can be reasonably argued the projects were successful toward influencing the recent reductions in impaired driving related crashes over the same period. Law enforcement officers in Pennsylvania will need to continue to be aware of and trained in the detection and testing of drug impaired drivers so the commonwealth can continue to achieve reductions in impaired driving.







## Planning and Administration

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

Title 23, part 1300.4 of the Code of Federal Regulations (23 CFR § 1300.4) describes the authority and functions of a state highway safety agency. Standard components of any state highway safety program include planning and administration and program management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Part 1300.13 describes which state highway safety agency-related costs are considered planning and administration versus program management.

### Countermeasures (Programs and Projects) and Results

#### **Planning and Administration (PA-2023-01-22-00 Federal; PA-2023-01-23-00 Federal/PA-2023-01-00-00 State)**

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

#### **PA Highway Safety Office Program Management (CP-2023-04-22-00 Federal; CP-2023-04-23-00 Federal/CP-2023-01-00-00 State)**

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

#### **Grant Program Training Needs (CP-2023-03-22-00 Federal; CP-2023-03-23-00 Federal)**



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

## RESULTS

- Conducted the Fall Communications Workshop in Williamsport for PennDOT and Community Traffic Safety Project outreach coordinators October 17-19, 2022.
- Conducted the Pennsylvania Traffic Safety Conference in Pittsburgh for grantees and other traffic safety stakeholders April 17-20, 2023.
- Interested PennDOT staff attended the training workshops at GHSA's 2022 Annual Meeting and the 2023 Lifesavers Conference on Roadway Safety.



## 4. Program Funding

### Funding Overview

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

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

BOO funded 75 grants in FFY 2023 totaling \$13,038,806.85 under this program.

During the fiscal year, \$10,993,625.86 (84.3%) of committed §402 funds was spent, including \$5,392,048.78 (49.0%) share to local.

#### **Section 405b Program (Occupant Protection Incentive Grants)**

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

BOO awarded one grant in FFY 2023 totaling \$1,650,000.00 under this program.

During the fiscal year, \$1,490,667.28 (90.3%) of committed §405b funds was spent.

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

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

BOO awarded three grants in FFY 2023 totaling \$1,964,300.21 under this program.

During the fiscal year, \$1,810,146.36 (92.2%) of committed §405c funds was spent.

#### **Section 405d Program (Alcohol-Impaired Driving Countermeasures)**



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

BOO awarded 55 grants in FFY 2023 totaling \$8,042,162.74 under this program.

During the fiscal year, \$6,560,751.56 (81.6%) of committed §405d funds was spent.

**Section 405f Program (Motorcyclist Safety Programs)**

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

BOO awarded one grant in FFY 2023 totaling \$360,000.00 under this program.

During the fiscal year, \$157,707.76 (43.8%) of committed §405f funds was spent.

The total budget for paid media in 2023 was approximately \$350,000. Unfortunately, due to an error on the part of the vendor, approximately \$200,000 in advertising was not implemented. This resulted in an underspend for Share the Road. The dollars will be rolled into the 2024 media campaign, allowing the campaign to extend its reach to more Pennsylvanians. PennDOT is working with the vendor as they examine their practices to ensure all contractual activities are fully implemented in the future.

**Section 405h Program (Nonmotorized Safety Programs)**

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

BOO awarded 51 grants in FFY 2023 totaling \$1,015,806.02 under this program.

During the fiscal year, \$829,137.76 (81.6%) of committed §405h funds was spent.

Highway Safety Program Expenditures (Project List)

**Table 4.1 Federal Fiscal Year 2023 Highway Safety Program Expenditures**

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2023-01-00-00	20.600	Planning & Administration - PA Highway Safety Office Management	\$450,000.00	\$255,712.51
OP-2023-01-00-00	20.600	PA State Police - Child Passenger Safety Fitting Stations (Task 2)	\$50,000.00	\$42,623.06
PT-2023-01-00-00	20.600	PA State Police - Police Traffic Service	\$2,750,000.00	\$2,572,110.90
PT-2023-02-00-00	20.600	Statewide LEL Program Coordination (PTS)	\$1,070,000.00	\$819,622.61



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PT-2023-03-00-00	20.600	Institute for Law Enforcement Education	\$527,000.00	\$488,377.11
PT-2023-04-00-42	20.600	PTS-G-2023-Butler-00042	\$56,595.00	\$53,728.46
PT-2023-04-00-24	20.600	PTS-G-2023-West Deer-00024	\$45,765.33	\$44,372.94
PT-2023-04-00-25	20.600	PTS-G-2023-York-00025	\$461,954.50	\$361,152.85
PT-2023-04-00-26	20.600	PTS-G-2023-Pottstown-00026	\$68,168.00	\$65,450.39
PT-2023-04-00-27	20.600	PTS-G-2023-Plum-00027	\$93,269.22	\$87,735.36
PT-2023-04-00-28	20.600	PTS-G-2023-Old Lycoming Twp-00028	\$20,531.38	\$12,226.53
PT-2023-04-00-29	20.600	PTS-G-2023-Northumberland-00029	\$391,381.23	\$367,056.31
PT-2023-04-00-30	20.600	PTS-G-2023-North Strabane-00030	\$50,739.15	\$43,544.79
PT-2023-04-00-31	20.600	PTS-G-2023-Mt. Lebanon Twp-00031	\$38,540.56	\$38,540.56
PT-2023-04-00-32	20.600	PTS-G-2023-MoonTownship-00032	\$38,832.00	\$38,829.77
PT-2023-04-00-33	20.600	PTS-G-2023-Lower Merion-000033	\$39,504.88	\$36,433.88
PT-2023-04-00-34	20.600	PTS-G-2023-Lehigh-00034	\$51,001.33	\$41,038.10
PT-2023-04-00-35	20.600	PTS-G-2023-LatrobeCity-00035	\$51,777.67	\$36,141.15
PT-2023-04-00-36	20.600	PTS-G-2023-Indiana-00036	\$11,000.00	\$10,546.83
PT-2023-04-00-36	20.600	PTS-G-2023-23426-00036 (Upland Boro)	\$57,257.32	\$47,240.73
PT-2023-04-00-37	20.600	PTS-G-2023-Hopewell-00037	\$59,832.54	\$58,012.35
PT-2023-04-00-38	20.600	PTS-G-2023-Haverford-00038	\$41,464.52	\$36,858.59
PT-2023-04-00-39	20.600	PTS-G-2023-Gilpin-00039	\$14,162.60	\$11,069.94
PT-2023-04-00-40	20.600	PTS-G-2023-Ferguson Twp-00040	\$26,982.00	\$24,085.87
PT-2023-04-00-41	20.600	PTS-G-2023-Chester-00041	\$107,452.04	\$97,084.58
PT-2023-04-00-43	20.600	PTS-G-2023-Bucks-00043	\$179,000.00	\$149,774.91
PT-2023-04-00-44	20.600	PTS-G-2023-Blair -00044	\$61,618.19	\$43,547.42
PT-2023-04-00-45	20.600	PTS-G-2023-Bethlehem City-00045	\$32,264.87	\$29,455.67
PT-2023-04-00-46	20.600	PTS-G-2023-Baldwin-00046	\$57,986.25	\$50,963.12
PT-2023-04-00-47	20.600	PTS-G-2021-Abington-00047	\$102,305.00	\$59,682.86
PT-2023-04-00-48	20.600	PTS-G-2023-Cambria-00048	\$58,210.00	\$39,424.52
PT-2023-04-00-68	20.600	PTS-G-2023-Lower Saucon-00068	\$13,538.63	\$8,780.85
PT-2023-04-00-49	20.600	PTS-G-2023-Cambridge Springs-00049	\$13,237.12	\$6,269.90
PT-2023-04-00-50	20.600	PTS-G-2023-61204-00050 (Conewango Twp)	\$25,245.70	\$24,275.95
PT-2023-04-00-51	20.600	PTS-G-2023-Cumberland-00051	\$74,361.12	\$62,557.63
PT-2023-04-00-52	20.600	PTS-G-2023-Washington Township-00052	\$22,752.12	\$7,769.39
PT-2023-04-00-53	20.600	PTS-G-2023-Venango-00053	\$12,090.00	\$4,375.19
PT-2023-04-00-54	20.600	PTS-G-2023-Erie-00054	\$91,130.00	\$79,746.04
PT-2023-04-00-55	20.600	PTS-G-2023-64219-00055 (Washington Twp-Westmoreland)	\$37,348.88	\$34,058.76
PT-2023-04-00-56	20.600	PTS-G-2023-S Whitehall-00056	\$128,452.34	\$102,660.54
PT-2023-04-00-57	20.600	PTS-G-2023-Hermitage-00057	\$60,380.00	\$57,236.72
PT-2023-04-00-58	20.600	PTS-G-2023-Lawrence Township-00058	\$16,067.56	\$7,147.63
PT-2023-04-00-59	20.600	PTS-G-2023-Towanda Boro-00059	\$11,000.00	\$9,670.54
PT-2023-04-00-60	20.600	PTS-G-2023-Montgomery Township-00060	\$54,025.00	\$51,211.08





## Pennsylvania FFY 2022 Annual Highway Safety Report

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PT-2023-04-00-61	20.600	PTS-G-2023-Luzerne-00061	\$134,359.97	\$103,823.07
PT-2023-04-00-62	20.600	PTS-G-2023-Pittsburgh-00062	\$89,720.92	\$40,411.82
PT-2023-04-00-63	20.600	PTS-G-2023-Bethlehem Township-00063	\$38,411.87	\$26,214.98
PT-2023-04-00-64	20.600	PTS-G-2023-Hatfield-00064	\$46,803.58	\$39,482.43
PT-2023-04-00-66	20.600	PTS-G-2023-Lebanon-00066	\$54,779.92	\$50,594.82
PT-2023-04-00-67	20.600	PTS-G-2023-Mifflin-00067	\$22,208.80	\$14,786.39
PT-2023-04-00-69	20.600	PTS-G-2023-Lackawanna-00069	\$99,402.61	\$59,352.29
PT-2023-04-00-70	20.600	PTS-G-2023-Upper Darby-00070	\$42,339.52	\$9,067.97
PT-2023-04-00-71	20.600	PTS-G-2023-West Norriton-00071	\$76,603.88	\$60,081.44
PT-2023-04-00-72	20.600	PTS-G-2023-Philadelphia-00072	\$409,078.00	\$295,129.00
PT-2023-04-00-73	20.600	PTS-G-2023-Dauphin-00073	\$121,144.51	\$85,223.67
CP-2023-01-00-01	20.600	CTSP-G-2023-Indiana-00001	\$104,235.41	\$91,621.16
CP-2023-01-00-02	20.600	CTSP-G-2023-Washington County-00002	\$174,498.94	\$134,326.55
CP-2023-01-00-03	20.600	CTSP-G-2023-Northumberland-00003	\$116,675.01	\$81,143.03
CP-2023-01-00-04	20.600	CTSP-G-2023-Erie-00004	\$118,433.70	\$72,341.88
CP-2023-01-00-05	20.600	CTSP-G-2023-Delaware-00005	\$120,200.91	\$95,086.72
CP-2023-01-00-06	20.600	CTSP-G-2023-Carbon County-00006	\$287,115.89	\$176,107.97
CP-2023-01-00-07	20.600	CTSP-G-2023-Centre-00007	\$98,543.58	\$86,765.40
CP-2023-01-00-08	20.600	CTSP-G-2023-Cumberland-00008	\$166,465.12	\$164,289.81
CP-2023-01-00-08	20.600	CTSP-G-2023-48000-00008 (Northampton)	\$95,426.41	\$94,703.42
CP-2023-01-00-09	20.600	CTSP-G-2023-Chester-00009	\$114,450.63	\$113,670.83
CP-2023-01-00-10	20.600	CTSP-G-2023-Bucks-00010	\$113,631.61	\$83,383.09
CP-2023-01-00-11	20.600	CTSP-G-2023-Montgomery Co-00011	\$74,940.57	\$68,374.54
CP-2023-01-00-12	20.600	CTSP-G-2023-Philadelphia*-00012	\$303,699.33	\$293,807.21
CP-2023-01-00-13	20.600	CTSP-G-2023-York-00013	\$301,324.79	\$294,632.24
CP-2023-01-00-14	20.600	CTSP-G-2023-Allegheny-00014	\$281,675.01	\$220,197.25
CP-2023-01-00-15	20.600	CTSP-G-2023-Luzerne-00015	\$102,354.75	\$78,060.19
CP-2023-01-00-16	20.600	CTSP-G-2023-Cambria-00016	\$101,293.04	\$75,002.16
CP-2023-01-00-17	20.600	CTSP-G-2023-Lackawanna-00017	\$65,308.92	\$44,608.75
CP-2023-02-00-00	20.600	Statewide Child Passenger Safety Program	\$1,019,455.60	\$1,016,489.59
CP-2023-03-00-00	20.600	Grant Program Training Needs	\$20,000.00	\$16,859.49
CP-2023-04-00-00	20.600	PA Highway Safety Office Program Management	\$500,000.00	\$389,781.81
		<b>Subtotal CFDA #20.600 (\$402)</b>	<b>\$13,038,806.85</b>	<b>\$10,993,625.86</b>
M2HVE-2023-01-00-00	20.616	PA State Police - Occupant Protection Enforcement & Education Program (Task 4)	\$1,650,000.00	\$1,490,667.28
		<b>Subtotal CFDA #20.616 (\$405b)</b>	<b>\$1,650,000.00</b>	<b>\$1,490,667.28</b>
M3DA-2023-01-00-02	20.616	Statewide Traffic Records Program Support	\$1,145,000.00	\$1,084,380.53
M3DA-2023-02-00-00	20.616	Crash Architecture & Public/Partner Data Interface	\$650,000.00	\$567,157.01
M3DA-2023-03-00-00	20.616	LRS Realignment Application	\$169,300.21	\$158,608.82
		<b>Subtotal CFDA #20.616 (\$405c)</b>	<b>\$1,964,300.21</b>	<b>\$1,810,146.36</b>



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5CS-2023-01-00-00	20.616	DUI Courts	\$225,000.00	\$0.00
M5HVE-2023-01-00-00	20.616	PA State Police - DUI Enforcement Project	\$2,500,000.00	\$2,352,565.23
M5HVE-2023-02-00-24	20.616	PTS-G-2023-West Deer-00024	\$51,869.16	\$51,322.37
M5HVE-2023-02-00-25	20.616	PTS-G-2023-York-00025	\$336,304.95	\$279,098.59
M5HVE-2023-02-00-26	20.616	PTS-G-2023-Pottstown-00026	\$47,618.00	\$44,269.09
M5HVE-2023-02-00-27	20.616	PTS-G-2023-Plum-00027	\$64,482.08	\$55,014.22
M5HVE-2023-02-00-28	20.616	PTS-G-2023-Old Lycoming Twp-00028	\$18,750.00	\$18,158.28
M5HVE-2023-02-00-29	20.616	PTS-G-2023-Northumberland-00029	\$264,774.39	\$220,244.36
M5HVE-2023-02-00-30	20.616	PTS-G-2023-North Strabane-00030	\$45,710.88	\$30,939.41
M5HVE-2023-02-00-31	20.616	PTS-G-2023-Mt. Lebanon Twp-00031	\$34,170.56	\$34,170.56
M5HVE-2023-02-00-32	20.616	PTS-G-2023-MoonTownship-00032	\$37,311.00	\$37,311.00
M5HVE-2023-02-00-33	20.616	PTS-G-2023-Lower Merion-00033	\$21,203.27	\$19,131.98
M5HVE-2023-02-00-34	20.616	PTS-G-2023-Lehigh-00034	\$34,696.26	\$32,425.67
M5HVE-2023-02-00-35	20.616	PTS-G-2023-Latrobe-00035	\$41,179.91	\$27,825.84
M5HVE-2023-02-00-36	20.616	PTS-G-2023-Indiana-00036	\$10,000.00	\$7,066.87
M5HVE-2023-02-00-37	20.616	PTS-G-2023-Hopewell-00037	\$51,517.30	\$50,982.99
M5HVE-2023-02-00-38	20.616	PTS-G-2023-Haverford-00038	\$28,310.40	\$25,305.88
M5HVE-2023-02-00-39	20.616	PTS-G-2023-Gilpin-00039	\$10,701.25	\$10,243.08
M5HVE-2023-02-00-40	20.616	PTS-G-2023-Ferguson Twp-00040	\$24,023.00	\$16,533.46
M5HVE-2023-02-00-41	20.616	PTS-G-2023-Chester-00041	\$73,544.03	\$59,872.04
M5HVE-2023-02-00-42	20.616	PTS-G-2023-Butler-00042	\$29,419.00	\$26,791.27
M5HVE-2023-02-00-43	20.616	PTS-G-2023-Bucks-00043	\$113,000.00	\$59,319.46
M5HVE-2023-02-00-44	20.616	PTS-G-2023-Blair -00044	\$35,747.66	\$28,518.55
M5HVE-2023-02-00-45	20.616	PTS-G-2023-Bethlehem City-00045	\$34,170.56	\$32,317.68
M5HVE-2023-02-00-46	20.616	PTS-G-2023-Baldwin-00046	\$60,353.25	\$38,542.68
M5HVE-2023-02-00-47	20.616	PTS-G-2023-Abington-00047	\$72,705.00	\$72,455.47
M5HVE-2023-02-00-48	20.616	PTS-G-2023-Cambria-00048	\$47,750.00	\$36,642.87
M5HVE-2023-02-00-49	20.616	PTS-G-2023-Cambridge Springs-00049	\$11,452.00	\$5,973.34
M5HVE-2023-02-00-50	20.616	PTS-G-2023-61204-00050 (Conewango Twp)	\$15,946.26	\$13,623.58
M5HVE-2023-02-00-51	20.616	PTS-G-2023-Cumberland-00051	\$56,922.00	\$17,306.83
M5HVE-2023-02-00-52	20.616	PTS-G-2023-Washington Township-00052	\$19,100.47	\$8,745.55
M5HVE-2023-02-00-53	20.616	PTS-G-2023-Venango-00053	\$9,396.64	\$2,702.48
M5HVE-2023-02-00-54	20.616	PTS-G-2023-Erie-00054	\$66,588.79	\$24,650.11
M5HVE-2023-02-00-55	20.616	PTS-G-2023-64219-00055 (Washington Twp-Westmoreland)	\$45,000.00	\$31,897.39
M5HVE-2023-02-00-56	20.616	PTS-G-2023-S Whitehall-00056	\$91,997.66	\$90,848.82
M5HVE-2023-02-00-57	20.616	PTS-G-2023-Hermitage-00057	\$38,640.00	\$32,362.87
M5HVE-2023-02-00-58	20.616	PTS-G-2023-Lawrence Township-00058	\$10,126.00	\$1,342.52
M5HVE-2023-02-00-59	20.616	PTS-G-2023-Towanda Boro-00059	\$10,000.00	\$6,555.97
M5HVE-2023-02-00-60	20.616	PTS-G-2023-Montgomery-00060	\$36,975.00	\$36,590.18
M5HVE-2023-02-00-61	20.616	PTS-G-2023-Luzerne-00061	\$104,614.49	\$73,693.70



## Pennsylvania FFY 2022 Annual Highway Safety Report

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2023-02-00-62	20.616	PTS-G-2023-Pittsburgh-00062	\$74,978.95	\$24,955.47
M5HVE-2023-02-00-63	20.616	PTS-G-2023-Bethlehem Township-00063	\$23,656.54	\$10,720.19
M5HVE-2023-02-00-64	20.616	PTS-G-2023-Hatfield-00064	\$36,623.83	\$18,814.94
M5HVE-2023-02-00-65	20.616	PTS-G-2023-23426-00065 (Upland Boro)	\$41,004.67	\$33,072.70
M5HVE-2023-02-00-66	20.616	PTS-G-2023-Lebanon-00066	\$32,593.46	\$25,289.58
M5HVE-2023-02-00-67	20.616	PTS-G-2023-Mifflin-00067	\$14,544.00	\$13,668.31
M5HVE-2023-02-00-68	20.616	PTS-G-2023-Lower Saucon-00068	\$10,000.00	\$3,334.94
M5HVE-2023-02-00-69	20.616	PTS-G-2023-Lackawanna-00069	\$73,598.13	\$41,544.66
M5HVE-2023-02-00-70	20.616	PTS-G-2023-Upper Darby-00070	\$37,447.44	\$0.00
M5HVE-2023-02-00-71	20.616	PTS-G-2023-West Norriton-00071	\$56,425.23	\$56,019.72
M5HVE-2023-02-00-72	20.616	PTS-G-2023-Philadelphia-00072	\$242,698.45	\$195,616.00
M5HVE-2023-02-00-73	20.616	PTS-G-2023-Dauphin-00073	\$82,710.28	\$0.00
M5TR-2023-01-00-00	20.616	Institute for Law Enforcement Education	\$650,000.00	\$596,905.28
M5TR-2023-02-00-00	20.616	Statewide DUI Program Coordination	\$1,550,012.70	\$1,301,973.70
M5TR-2023-03-00-00	20.616	Traffic Safety Resource Prosecutor	\$225,000.00	\$173,943.43
M5TR-2023-04-00-00	20.616	Judicial Outreach Liaison	\$59,797.84	\$51,530.40
		<b>Subtotal CFDA #20.616 (\$405d)</b>	<b>\$8,042,162.74</b>	<b>\$6,560,751.56</b>
M11MA-2023-01-00-00	20.616	Motorcycle Safety Initiatives	\$360,000.00	\$157,707.76
		<b>Subtotal CFDA #20.616 (\$405f)</b>	<b>\$360,000.00</b>	<b>\$157,707.76</b>
FHLE-2023-01-00-00	20.616	PA State Police Nonmotorized HVE (Task 6)	\$550,000.00	\$490,543.40
FHLE-2023-02-00-24	20.616	PTS-G-2023-West Deer-00024	\$2,398.78	\$2,341.51
FHLE-2023-02-00-25	20.616	PTS-G-2023-York-00025	\$29,581.75	\$21,401.30
FHLE-2023-02-00-26	20.616	PTS-G-2023-Pottstown-00026	\$4,137.00	\$3,675.66
FHLE-2023-02-00-27	20.616	PTS-G-2023-Plum-00027	\$3,917.00	\$3,181.21
FHLE-2023-02-00-28	20.616	PTS-G-2023-Old Lycoming Twp-00028	\$2,520.24	\$2,234.64
FHLE-2023-02-00-29	20.616	PTS-G-2023-Northumberland-00029	\$30,311.38	\$29,582.45
FHLE-2023-02-00-30	20.616	PTS-G-2023-North Strabane-00030	\$1,912.92	\$0.00
FHLE-2023-02-00-31	20.616	PTS-G-2023-Mt. Lebanon Twp-00031	\$3,522.27	\$3,522.27
FHLE-2023-02-00-32	20.616	PTS-G-2023-MoonTownship-00032	\$2,472.00	\$2,472.00
FHLE-2023-02-00-33	20.616	PTS-G-2023-Lower Merion-00033	\$5,010.12	\$4,869.51
FHLE-2023-02-00-34	20.616	PTS-G-2023-Lehigh-00034	\$4,382.59	\$3,165.76
FHLE-2023-02-00-35	20.616	PTS-G-2023-Latrobe-00035	\$2,793.52	\$915.93
FHLE-2023-02-00-36	20.616	PTS-G-2023-Indiana-00036	\$750.00	\$399.97
FHLE-2023-02-00-37	20.616	PTS-G-2023-Hopewell-00037	\$2,034.40	\$1,690.75
FHLE-2023-02-00-38	20.616	PTS-G-2023-Haverford-00038	\$3,867.06	\$2,829.20
FHLE-2023-02-00-39	20.616	PTS-G-2023-Gilpin-00039	\$700.65	\$0.00
FHLE-2023-02-00-40	20.616	PTS-G-2023-Ferguson Twp-00040	\$3,583.00	\$3,313.05
FHLE-2023-02-00-41	20.616	PTS-G-2023-Chester-00041	\$7,520.43	\$7,351.89
FHLE-2023-02-00-42	20.616	PTS-G-2023-Butler-00042	\$1,725.00	\$1,517.65
FHLE-2023-02-00-43	20.616	PTS-G-2023-Bucks-00043	\$13,000.00	\$10,545.99
FHLE-2023-02-00-44	20.616	PTS-G-2023-Blair-00044	\$3,917.00	\$2,368.40



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
FHLE-2023-02-00-45	20.616	PTS-G-2023-Bethlehem City-00045	\$5,465.59	\$2,700.04
FHLE-2023-02-00-46	20.616	PTS-G-2023-Baldwin-00046	\$4,720.50	\$3,550.00
FHLE-2023-02-00-47	20.616	PTS-G-2023-Abington-00047	\$8,630.00	\$0.00
FHLE-2023-02-00-48	20.616	PTS-G-2023-Cambria-00048	\$2,240.00	\$0.00
FHLE-2023-02-00-49	20.616	PTS-G-2023-Cambridge Springs-00049	\$834.76	\$126.72
FHLE-2023-02-00-50	20.616	PTS-G-2023-61204-00050 (Conewango Twp)	\$880.57	\$350.66
FHLE-2023-02-00-51	20.616	PTS-G-2023-Cumberland-00051	\$4,428.00	\$3,637.49
FHLE-2023-02-00-52	20.616	PTS-G-2023-Washington Township-00052	\$2,793.52	\$503.46
FHLE-2023-02-00-53	20.616	PTS-G-2023-Venango-00053	\$950.00	\$0.00
FHLE-2023-02-00-54	20.616	PTS-G-2023-Erie-00054	\$9,590.00	\$9,437.43
FHLE-2023-02-00-55	20.616	PTS-G-2023-64219-00055 (Washington Twp-Westmoreland)	\$1,305.67	\$233.16
FHLE-2023-02-00-56	20.616	PTS-G-2023-S Whitehall-00056	\$18,765.18	\$16,416.55
FHLE-2023-02-00-57	20.616	PTS-G-2023-Hermitage-00057	\$2,860.00	\$858.79
FHLE-2023-02-00-58	20.616	PTS-G-2023-Lawrence Township-00058	\$867.52	\$0.00
FHLE-2023-02-00-59	20.616	PTS-G-2023-Towanda Boro-00059	\$750.00	\$547.80
FHLE-2023-02-00-60	20.616	PTS-G-2023-Montgomery Township-00060	\$2,150.00	\$1,290.21
FHLE-2023-02-00-61	20.616	PTS-G-2023-Luzerne-00061	\$10,445.34	\$8,256.62
FHLE-2023-02-00-62	20.616	PTS-G-2023-Pittsburgh-00062	\$9,769.04	\$5,525.57
FHLE-2023-02-00-63	20.616	PTS-G-2023-Bethlehem Township-00063	\$2,732.79	\$0.00
FHLE-2023-02-00-64	20.616	PTS-G-2023-Hatfield-00064	\$3,188.26	\$2,698.22
FHLE-2023-02-00-65	20.616	PTS-G-2023-23426-00065 (Upland Boro)	\$7,348.18	\$5,565.23
FHLE-2023-02-00-66	20.616	PTS-G-2023-Lebanon-00066	\$3,400.80	\$1,685.26
FHLE-2023-02-00-67	20.616	PTS-G-2023-Mifflin-00067	\$687.20	\$0.00
FHLE-2023-02-00-68	20.616	PTS-G-2023-Lower Saucon-00068	\$750.00	\$0.00
FHLE-2023-02-00-69	20.616	PTS-G-2023-Lackawanna-00069	\$11,477.73	\$7,630.36
FHLE-2023-02-00-70	20.616	PTS-G-2023-Upper Darby-00070	\$9,660.00	\$1,483.44
FHLE-2023-02-00-71	20.616	PTS-G-2023-West Norriton-00071	\$7,955.47	\$6,598.50
FHLE-2023-02-00-72	20.616	PTS-G-2023-Philadelphia-00072	\$191,204.00	\$152,119.71
FHLE-2023-02-00-73	20.616	PTS-G-2023-Dauphin-00073	\$9,898.79	\$0.00
<b>Subtotal CFDA #20.616 (\$405h)</b>			<b>\$1,015,806.02</b>	<b>\$829,137.76</b>
<b>TOTAL NHTSA</b>			<b>\$26,071,075.82</b>	<b>\$21,842,036.58</b>

