

Behavioral Traffic Safety Unit

ANNUAL HIGHWAY SAFETY REPORT



Pennsylvania Annual Highway Safety Report

FEDERAL FISCAL YEAR 2024

prepared for
National Highway Traffic Safety Administration

prepared by
Pennsylvania Department of Transportation

Table of Contents

- 1. Highway Safety in Pennsylvania**
 - Executive Summary.....4
 - Introduction.....5
 - Strategic Partners6
 - Performance Measures9
- 2. Statewide Targets & Results**
 - Overall Trends & SHSP Targets 11
 - Accomplishments 14
 - FFY 2024 Performance Measures & Targets 17
- 3. Pennsylvania Highway Safety Program**
 - Occupant Protection 30
 - Police Traffic Services.....38
 - Motorcycle Safety.....43
 - Pedestrian & Bicycle Safety.....51
 - Traffic Safety Information Systems56
 - Community Traffic Safety Projects.....64
 - Public Participation & Engagement67
 - Communications & Media75
 - Impaired Driving81
 - Planning & Administration.....91
- 4. Program Funding**
 - Funding Overview96
 - Highway Safety Program Expenditures (Project List)98



List of Tables

Table 1.1 | NHTSA Core Performance Measures.....9
Table 2.1 | Progress in Meeting NHTSA Performance Measures..... 17
Table 2.2 | FFY 2024 PA High-Visibility Enforcement Campaign Schedule 22
Table 3.1 | 5-Year Average Annual Targets, Traffic Safety Information Systems 57
Table 4.1 | FFY 2024 Highway Safety Program Expenditures 98



List of Figures

Figure 2.1 Historic Fatalities & Targets	13
Figure 2.2 Historic Serious Injuries & Targets	13
Figure 2.3 Historic Fatalities per 100 million Vehicle Miles Traveled & Targets	14
Figure 3.1 Seat Belt Usage	30
Figure 3.2 Unrestrained Passenger Vehicle Occupant Fatalities	31
Figure 3.3 Speeding-Related Fatalities	39
Figure 3.4 Motorcyclist Fatalities	44
Figure 3.5 Unhelmeted Motorcyclist Fatalities	44
Figure 3.6 Pedestrian Fatalities	51
Figure 3.7 Bicyclist Fatalities.....	52
Figure 3.8 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC.....	81



Abbreviations

Abbreviation	Description
ARIDE	Advanced Roadside Impaired Driving Enforcement
CDART	Crash Data Analysis and Retrieval Tool
CEU	Continuing education unit
CIOT	Click it or Ticket
CME	Continuing medical education
CRS	Crash Reporting System
CTSP	Community Traffic Safety Projects
DRE	Drug Recognition Expert
DUI RPA	DUI Regional Program Administrator
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
HSO	Highway Safety Office
HSP	Highway Safety Plan
JOL	Judicial Outreach Liaison
LEA	Law enforcement agencies
LEL	Law Enforcement Liaison
LFRA	Live Free Ride Alive
LRS	Location Reference System
NHTSA	National Highway Traffic Safety Administration
PA TIPP	Pennsylvania Traffic Injury Prevention Project
PA	Pennsylvania
PAMSP	Pennsylvania Motorcycle Safety Program
PCIT	Pennsylvania Crash Information Tool
PennDOT	Pennsylvania Department of Transportation
PSP	Pennsylvania State Police
SFST	Standardized field sobriety testing
SHSP	Strategic Highway Safety Plan
SPO	Safety Press Officer
STEP	Selective Traffic Enforcement Program
TRCC	Traffic Records Coordinating Committee
TRPA	Traffic Records Program Administrator
TSRP	Traffic Safety Resource Prosecutor





1. Highway Safety in Pennsylvania

EXECUTIVE SUMMARY

The Highway Safety Annual Report for Federal Fiscal Year (FFY) 2024 (October 1, 2023, through September 30, 2024) 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 Highway Safety Programs and Section 405 National Priority Safety Programs.

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.

This report provides the status of each performance target identified in the FFY 2024-2026 Triennial Highway Safety Plan. For FFY 2024, 18 targets were identified. The Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2023 data:

- Five targets were met.
- 13 targets were not met.



PennDOT is confident the funded activities and projects contributed to the achievement of targets met and the overall successes of the commonwealth’s highway safety program. It is important to note that targets and progress were tracked using Pennsylvania data except for the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System (FARS) data for 2023 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 every three years to document the goals and objectives related to creating safer roadways in the commonwealth; the HSP is 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 Pennsylvania’s 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 2024-2026 Triennial HSP.
- 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 traffic safety network.
- Addresses the progress of programs and activities funded by NHTSA.



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 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 Program Management Committee 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

Pennsylvania State Police

Pennsylvania State Police (PSP) has more than 4,800 sworn members and has jurisdiction in all political subdivisions in the state. PSP provides traffic enforcement on interstates and the turnpike and provides full- or part-time police service for more than half of Pennsylvania municipalities, comprising 26% of the state population.

PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, impaired driving, occupant protection, and pedestrian safety. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host nearly 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 mission has been adapted over time to meet the needs of all citizens in the commonwealth. The staff strives 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 the Department of Health. 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 the Department of Health 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 to perform training needs for the police community. The institute 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 as many strategies 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), a program of the Pennsylvania American Academy of Pediatrics, 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, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, acting as lead coordinator of the state’s Child Passenger Safety Week activities, and making presentations to groups with a particular emphasis on working with pediatricians, hospitals, childcare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

The Highway Safety Office has created 12 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities, the Pennsylvania State System of Higher Education 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 formula 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 one-third of Pennsylvania municipalities are served by local police departments, comprising approximately 75% of the state population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive 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	Reduce the number of traffic fatalities.
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.



Measurement	Reduce the number of traffic fatalities.
Fatalities in Crashes with a BAC of ≥ 0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of 0.08 and above.
Speeding-Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to unhelmeted motorcyclists.
Drivers aged 20 or Younger in Fatal Crashes	Reduce the number of drivers aged 20 or younger 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 & Results

OVERALL TRENDS & SHSP TARGETS

As stated in our Strategic Highway Safety Plan (SHSP), 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. PennDOT’s Highway Safety and Traffic Operations Division (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 www.PennDOT.pa.gov/Safety.



Figure 2.1 | Historic Fatalities & Targets

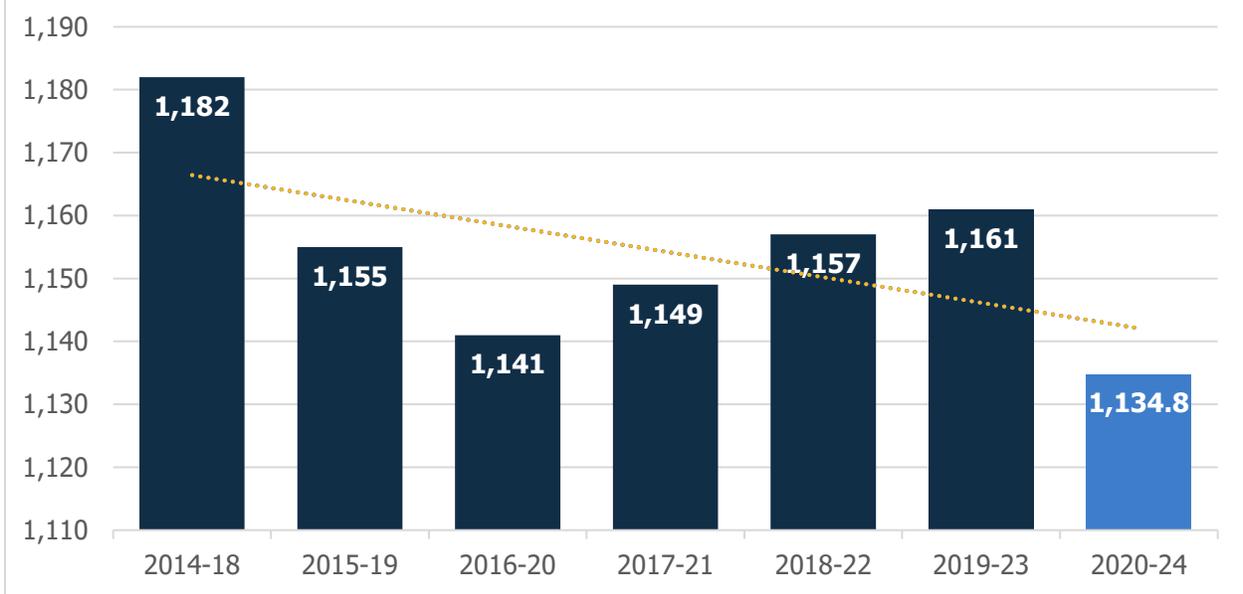
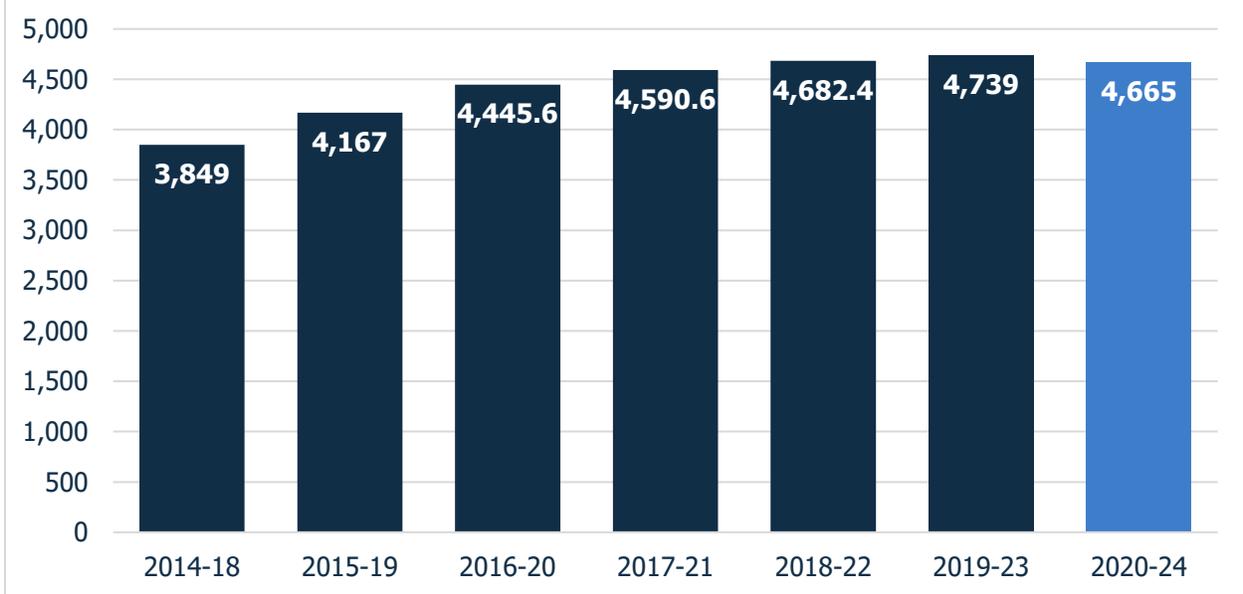
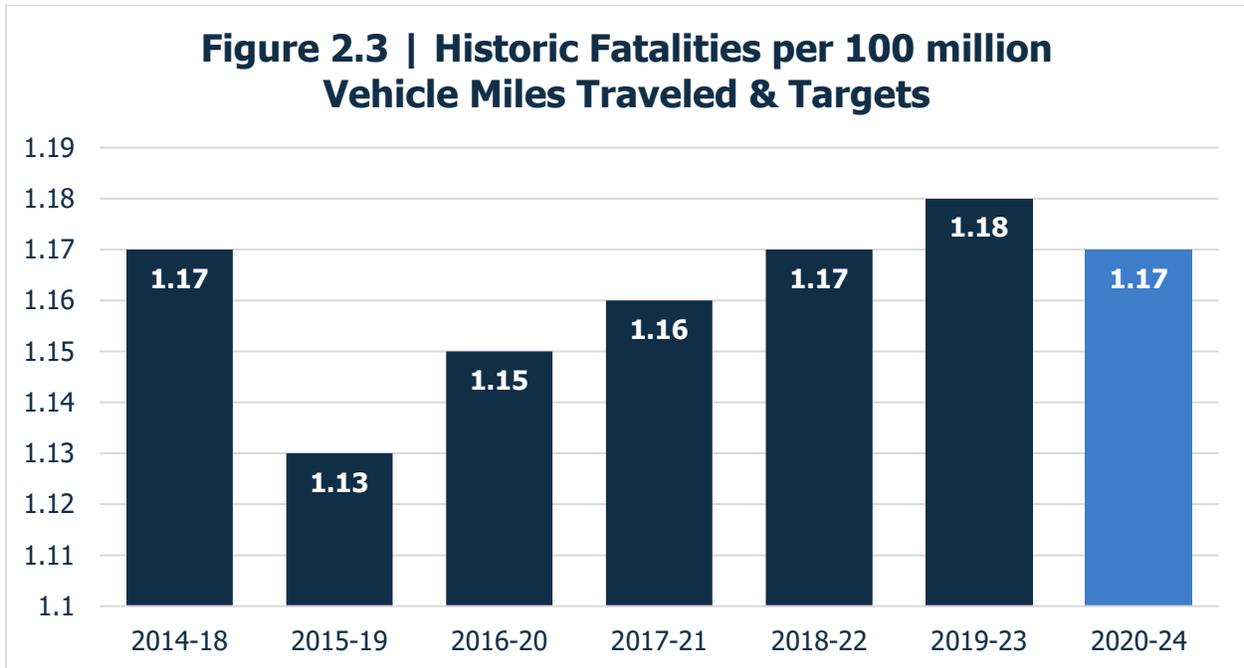


Figure 2.2 | Historic Serious Injuries & Targets





ACCOMPLISHMENTS

Fall Communications Workshop

The FFY 2024 Fall Communications Workshop was held November 1-3, 2023, in State College, 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. These additional partners were once again invited in FFY 2024. There were nearly 70 registrants, including CTSPs, SPOs, law enforcement liaisons, DUI regional program administrators, injury prevention coordinators from various hospital systems around the state, and Pennsylvania’s Statewide Bicycle and Pedestrian Coordinator. Representatives from NHTSA, the Department of Health, PA Traffic Injury Prevention Project, Pennsylvania State Police, and PennDOT’s Bureau of Driving Licensing also attended. The event featured presentations such as “Crafting Engaging Presentations,” “Successful Outreach Projects from Around the State,” and “Traffic Safety Equity,” a half-day session focused on sharing updates on projects implemented by partners over the last year with the goal of addressing equity in traffic safety.



Migration from dotGrants to eGrants Complete

In FFY 2024, PennDOT migrated to the new eGrants system for grant administration. The previous system – dotGrants – had been in use from FFY 2008 through FFY 2023. Seventy-eight federally funded NHTSA grantees were trained and onboarded to eGrants by the start of the fiscal year. Highway Safety Office staff held more than 70 webinars and provided individual instruction, as needed. Processes such as grant approval, enforcement reports, quarterly reports, reimbursements, and budget modifications were updated through the new system. The update to eGrants provided the Highway Safety Office with improved access to certain data points, including statistics on individual officer shifts, contacts per hour, night-time seatbelt enforcement, and municipal department participation in mobilizations. The migration to eGrants also improved the process for quarterly reports, which were previously submitted through email.

New Police Traffic Service Grant Partners

In FFY 2024, Highway Safety Office staff helped to transfer four Police Traffic Service grant agreements to new municipalities. Transfers of grant agreements are sometimes necessary as staff turnover and shifting administrative structure of the current grant holder may make it impossible to continue managing the grant. In these cases, the facilitation of transfers allows for grant-funded high-visibility enforcement to continue in the affected communities. Identifying and training a new grantee is a collaborative effort between PennDOT staff, the law enforcement liaison, and the prior grant holder. In FFY 2024, the following programs were transferred to new grantees: Washington County PTS – from North Strabane Township to Peters Township; Lycoming County PTS – from Old Lycoming Township to Jersey Shore Borough; Dauphin County PTS – from Dauphin County District Attorney’s Office to Lower Paxton Township; and Clearfield County PTS – from Lawrence Township to Sandy Township. In all these transfers, the new grant holder also absorbed the remaining member departments of the existing task force. Two additional transfers are scheduled for FFY 2027: Crawford County PTS - Cambridge Springs Borough to Meadville; and Westmoreland County PTS - Latrobe to Greensburg.

PennDOT Horse and Buggy Driver’s Manual Updated

In FFY 2024, updates to [PennDOT’s Horse and Buggy Driver’s Manual](#) were finalized and nearly 25,000 copies were printed for distribution to the Plain community. Pennsylvania has a large population of Plain people, including approximately 90,000



Amish people, and the largest Amish community in the U.S., based in Lancaster County. Since these communities almost exclusively drive horse-drawn buggies and use other non-motorized modes of transportation, providing education on traffic safety laws must be tailored to their needs. Additionally, the Plain community has historically been hard to reach due to their simple and private way of life. It is imperative to collaborate with decision-makers in the community, involving them in the development of traffic safety messages, and gaining their trust. For nearly a year, PennDOT, along with the Center for Traffic Safety, PennDOT's grantee partner serving Lancaster County, worked with Lancaster County Amish Safety Committee to review and update the manual. By partnering with the Amish community, PennDOT can be sure the safety messaging will be accepted and widely distributed. The manuals will be distributed throughout the community, with the intention that every buggy sold includes a manual in the glovebox, every Amish family has one in their home, and all Amish schools have them available for students when learning to drive buggies. The manuals are also useful for tourists who may be unfamiliar with sharing the road with buggies.

Statewide Impaired Driving Plan

As a requirement for Section 405(d) funding, as a mid-range state, Pennsylvania approved the Statewide Impaired Driving Plan on July 10, and submitted it to NHTSA as part of Pennsylvania's Annual Grant Application. As part of the process for updating the plan, PennDOT hosted the triennial meeting of the Impaired Driving Task Force in Harrisburg on May 14. This was the fifth official meeting of the task force since 2013. Education, enforcement, data, and training were the focus of the meeting. While the full task force is required to meet every three years, a smaller task force continues to meet at the Pennsylvania DUI Association headquarters in Harrisburg on a quarterly basis. Preliminary 2024 impaired driving crash statistics appear to show that Pennsylvania has improved upon the gains made in 2023.

Transportation Equity

This year, the Community Traffic Safety Projects (CTSP) applied for more than \$500,000 that was made available for these educational projects to expand their programming and messaging to the underserved populations in their communities. Nearly \$220,000 was used for these efforts. These projects were able to deliver translated highway safety materials, car seats, bike helmets, and other resources to identified communities. The roundtable meetings implemented by the CTSPs with this funding are also a source of information for the Highway Safety Office as common



issues are revealed through post-meeting surveys. To read more about those outcomes see page 68.

FFY 2024 PERFORMANCE MEASURES & TARGETS

Table 2.1 provides the results of Pennsylvania’s progress in meeting the state’s performance targets identified in the FFY 2024-2026 HSP. Please note, 2024 data was unavailable at the time of publication.

Table 2.1 | Progress in Meeting NHTSA Performance Measures Identified in the FFY 2024 HSP

Performance Measure:	Target Period:	Target Value:	Data Source/FFY 24 Progress Results:	On Track to Meet FFY 24 Benchmark:
C-1) Number of traffic fatalities	Five-year (2020-2024)	1,134.8	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is showing 1,137.7 on the revised trendline.	NO: Continued focus will be placed on areas with concerning data trends, including motorcyclists, young drivers, and speeding.
C-2) Number of serious injuries in traffic crashes	Five-year (2020-2024)	4,665	Currently available state crash data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 4,741.	NO: Continued focus will be placed on areas with concerning data trends, including motorcyclists, young drivers, and speeding.
C-3) Fatalities/VMT	Five-year (2020-2024)	1.17	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 1.21.	NO: Continued focus will be placed on areas with concerning data trends, including motorcyclists, young drivers, and speeding.
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	Five-year (2020-2024)	329.8	Currently available FARS data indicates we are expected to meet this previously established target. The 2024 data point is showing 329.3 on the revised trendline.	YES: Paid media messaging, sustained enforcement, and young driver educational efforts have helped to meet this target.



Performance Measure:	Target Period:	Target Value:	Data Source/FFY 24 Progress Results:	On Track to Meet FFY 24 Benchmark:
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	Five-year (2020-2024)	173.6	Currently available state crash data indicates we are expected to meet this previously established target. The 2024 data point is showing 173.6 on the revised trendline.	YES: Paid media messaging, focused training, community outreach, and data-driven enforcement have helped to meet this target.
C-6) Number of speeding-related fatalities	Five-year (2020-2024)	437.8	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is showing 438.4 on the revised trendline.	NO: Please refer to the Police Traffic Services section of this report for a description of efforts addressing this unmet target.
C-7) Number of motorcyclist fatalities	Five-year (2020-2024)	213	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 227.	NO: Please refer to the Motorcycle Safety section of this report for a description of efforts addressing this unmet target.
C-8) Number of unhelmeted motorcyclist fatalities	Five-year (2020-2024)	104	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 117.	NO: Please refer to the Motorcycle Safety section of this report for a description of efforts addressing this unmet target.
C-9) Number of drivers aged 20 or younger involved in fatal crashes	Five-year (2020-2024)	110.4	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is showing 112.2 on the revised trendline.	NO: Despite not meeting this target, the performance measure had been decreasing over the prior six reporting periods. Many of the 19- 20-year-old drivers received far less traffic safety education as the COVID-19 pandemic overlapped with their initial driving years. PA will continue to utilize tools and approaches that reach young drivers.



Performance Measure:	Target Period:	Target Value:	Data Source/FFY 24 Progress Results:	On Track to Meet FFY 24 Benchmark:
C-10) Number of pedestrian fatalities	Five-year (2020-2024)	171	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 175.	NO: Please refer to the Pedestrian and Bicycle Safety section of this report for a description of efforts addressing this unmet target.
C-11) Number of bicyclist fatalities	Five-year (2020-2024)	17	Currently available FARS data indicates we are not expected to meet this previously established target. The 2024 data point is projected to be 22.	NO: Please refer to the Pedestrian and Bicycle Safety section of this report for a description of efforts addressing this unmet target.
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Annual (2024)	90.1%	The 2024 NHTSA certified state survey rate of 87.6% indicates we did not meet this previously established target.	NO: Please refer to the Occupant Protection section of this report for a description of efforts addressing this unmet target.
Drug Impaired Driver Crashes	Five-year (2020-2024)	4,012	Currently available state crash data indicates we are expected to meet this previously established target. The 2024 data point is showing 3,969.8 on the revised trendline.	YES: Continued promotion of advanced training and support services combined with public outreach are expected to sustain progress in this focus area.
Distracted Driving Fatalities	Five-year (2020-2024)	59.2	Currently available state crash data indicates we are not expected to meet this previously established target. The 2024 data point is showing 59.6 on the revised trendline.	NO: Despite not meeting this target, we are expecting to see a significant decrease in distracted driving fatalities when the 2024 data is finalized. Preliminary data suggests the decrease could be up to 15%. Distracted driving is a main focal point of our young driver educational programs. Pennsylvania passed a hands-free cell phone law in 2024, to take effect in June 2025.



Performance Measure:	Target Period:	Target Value:	Data Source/FFY 24 Progress Results:	On Track to Meet FFY 24 Benchmark:
Completeness	Annual (2024)	0.09	Currently available missing values reports indicate we are on track to meet this previously established target as the current missing values average is 0.09 values per report.	YES: Please refer to the Traffic Safety Information Systems section of this report for a description of efforts addressing this target.
Accuracy	Annual (2024)	0.30	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 0.40.	NO: Please refer to the Traffic Safety Information Systems section of this report for a description of efforts addressing this unmet target.
Timeliness	Annual (2024)	9.5	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 10.54.	NO: Please refer to the Traffic Safety Information Systems section of this report for a description of efforts addressing this unmet target.
Shoulder-related crashes	Five-year (2020-2024)	109.2	Currently available state crash data indicates we are expected to meet this previously established target. The 2024 data point is showing 108.7 on the revised trendline.	YES: Additional education on the Move Over Law and work zone awareness is helping to meet this target. Pennsylvania also plans to utilize Section 405h funds in the future.

Areas Tracked but No Targets Set

Program Area	FFY 2022	FFY 2023	FFY 2024
Speeding citations	48,269	49,747	46,809
Seat belt citations	5,881	7,701	6,402
DUI arrests	3,663	4,442	4,305

Source: dotGrants/eGrants reports and grantee quarterly reporting



FFY 2024 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 2019 to 2023, the City of Philadelphia accounted for almost 7% of all impaired driving crashes resulting in an injury or fatality. 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 roadways and jurisdictions where crashes were occurring. Departments also used 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 2024 Programs supported evidence-based enforcement practices:

1. PT 2024-04-00-00: Municipal Police Traffic Services Enforcement Program



2. M5HVE 2024-02-00-00: Municipal Police Traffic Services Enforcement Program
3. FHLE 2024-02-00-00: Municipal Police Traffic Services Enforcement Program
4. BGLE 2024-02-00-00: Municipal Police Traffic Services Enforcement Program
5. PT 2024-01-00-00: PA State Police Tasks 3 and 5
6. M2HVE 2024-01-00-00: PA State Police Task 4
7. M5HVE 2024-01-00-00: PA State Police Task 1
8. FHLE 2024-01-00-00: PA State Police Task 6
9. BGLE-2024-01-00-00: PA State Police Task 6

Projects awarded under these program areas were provided \$16,090,422.26 in total grant funding. This represented roughly 52.7% of the total federal commitments during FFY 2024. Of these commitments, there were \$13,071,971.06 in expenditures during the reporting period, representing an 81.2% 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 2024 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
CIOT - Teen Mobilization	10/9-10/21	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign - Halloween	10/13-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking



Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
Pedestrian Enforcement Wave 1	10/16-10/20	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	10/23-11/12	300	Yes	Earned Media Theme: Move Over Law, school bus, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/13-11/26	350	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/22-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/7-2/11	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/8-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/18 - 4/28	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	4/29-5/12	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, crossing in crosswalks
CIOT - National Enforcement Mobilization	5/13-6/2	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement



Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
Impaired Driving Campaign – Fourth of July	6/17-7/7	350	Yes	Earned Media Theme: Summer recreation (boating, motorcycles, barbecues, picnics), designated drivers (public transportation/ride sharing)
Aggressive Driving Wave 3	7/8-8/18	300	Yes	In coordination with NHTSA Speed Campaign, 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, speeding, tailgating
Impaired Driving Campaign - National Crackdown	8/14 - 9/2	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/8-9/21	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Impaired Driving - Fat Tuesday	2/13	5	No	Projects and police departments are encouraged to participate if their local community has a celebration.
Impaired Driving - "4/20"	4/20	35	No	Projects and police departments are encouraged to participate if their local community has a celebration.
Impaired Driving - 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 decreased in FFY 2024. Although not tracked formally for performance measurement, the decreases can be attributed to a late start to the grants in the Fall of 2023. In October 2023, only 482 hours of municipal grant overtime traffic enforcement was conducted as only a few grants were approved at the immediate start of the fiscal year. In October 2024 all



enforcement grantees had approved agreements and 5,879 hours of municipal grant overtime traffic enforcement was conducted.

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.

Law Enforcement Community Collaboration Efforts, Data Collection, and Equity

To promote positive engagement with police in an informal non-enforcement manner, PennDOT used Section 402 funds to help facilitate Coffee with the Chief events in FFY 2024. Four Police Traffic Service grantees received additional grant funding to assist in the planning and execution of these community events. As a requirement for being reimbursed by the grant funds, the selected police departments had to conduct the Coffee with the Chief events in locations that qualified under the Justice 40 initiative. The grants helped fund refreshments for attendees and promotion of the event. PennDOT Highway Safety Office staff and the local Community Traffic Safety Project coordinator were present to assist in the open conversation and distribute traffic safety information. Each event was held in a public location where pedestrian traffic was expected. While only four events took place in the first year, it is expected that this initiative will grow in FFY 2025.

Two Coffee with the Chief events generated earned media:

- [Coffee with the Chief: Sunbury police partner with local business and state nonprofit for community](#)
- [Successful Coffee with a Cop program held at M&T Bank](#)

Pictured below, attendees mingle at the Coatesville Coffee with the Chief event held in April 2024.





While Coffee with the Chief was the only law enforcement engagement directly reimbursed with NHTSA grant funding, many other events are occurring statewide to help bridge a gap between police departments and the communities they serve. Several departments participate in events such as National Night Out, trunk or treat, community clean-up days, [Police Athletic/Activities Leagues](#), and local festivals. Some larger municipal departments have a community policing division that focuses on education and not enforcement.

Starting in 2025, police departments that serve more than 5,000 residents are required by law to report the reason for the traffic stop, details from a vehicle search, and race, ethnicity, age, and gender of the stopped driver. The Pennsylvania State Police, as well as some municipalities, have already been reporting on traffic stops, but the new law makes the collection fields uniform. One recent data collection effort that enhanced transparency was the completion of a [Pennsylvania State Police Traffic Stop Study](#). These efforts continue to be supported and incorporated into Pennsylvania’s Highway Safety Planning and Programming.

Since March 2022, the City of Philadelphia has been following the Driving Equality Policy which reclassified eight primary motor vehicle code violations as secondary violations:

- Late registration (if under 60 days late).
- Relocation of temporary registration (must be visible).
- Hanging license plate (must be fastened).
- Missing a single headlight or taillight.
- Items hanging from a rearview mirror.

- Minor bumper damage.
- Driving with an expired or missing inspection sticker.
- Driving with an expired or missing registration sticker.

The goal of the policy was to reduce negative interactions between police and community members, while focusing on traffic stops that promote public safety. Philadelphia was the first major U.S. city to enact a vehicle code classification law for the purposes of equity.

Pennsylvania will be receiving Section 405i (Driver and Office Safety) funds in FFY 2025. These funds are planned to be used for paid media messages on traffic stop protocols. A motorist that is not fully aware of their responsibilities during a traffic stop can unnecessarily put both themselves and the police officer in danger. Better awareness will hopefully result in fewer unsafe roadside situations.

The Institute for Law Enforcement Education also offers a one-day training on ethics and integrity. The goal of this course is to foster a positive attitude toward ethical behavior and provide an understanding of how this mindset benefits the community. This training provides an understanding of officer discretion, examines how officers rationalize unethical behavior, and addresses performing ethical traffic stops. The trainings are reimbursed by NHTSA Section 402 and 405d funding.

FFY 2024 National Mobilization Participation

Table 2.2 provides information for all high-visibility enforcement campaigns supported during FFY 2024. Please note the following additional details for the national mobilizations:

1. Holiday Season Impaired Driving Campaign, November 22, 2023 – January 1, 2024
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 225
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 888 roving patrols, 21 sobriety checkpoints, and six mobile awareness patrols. The enforcement period ran from the night before Thanksgiving through New Year’s Day.
 - c. Citation Information



- i. Speeding citations: 758
 - ii. Impaired driving citations: 373
 - iii. Occupant protection citations: 119
 - 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 13 – June 2, 2024)
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 337
 - 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: 2,763
 - ii. Impaired driving citations: 74
 - iii. Occupant protection citations: 1,460
 - 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 14 – September 2, 2024)
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 179
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 685 roving patrols, 44 sobriety checkpoints, and 13 mobile awareness patrols.
 - c. Citation Information
 - i. Speeding citations: 868
 - ii. Impaired driving citations: 387
 - iii. Occupant protection citations: 137
 - 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

In Pennsylvania, fatalities as a result of traffic crashes have trended slightly upward in recent 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 2024-2026 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 2024. Assessment of these countermeasures will be limited to avoid speculation.



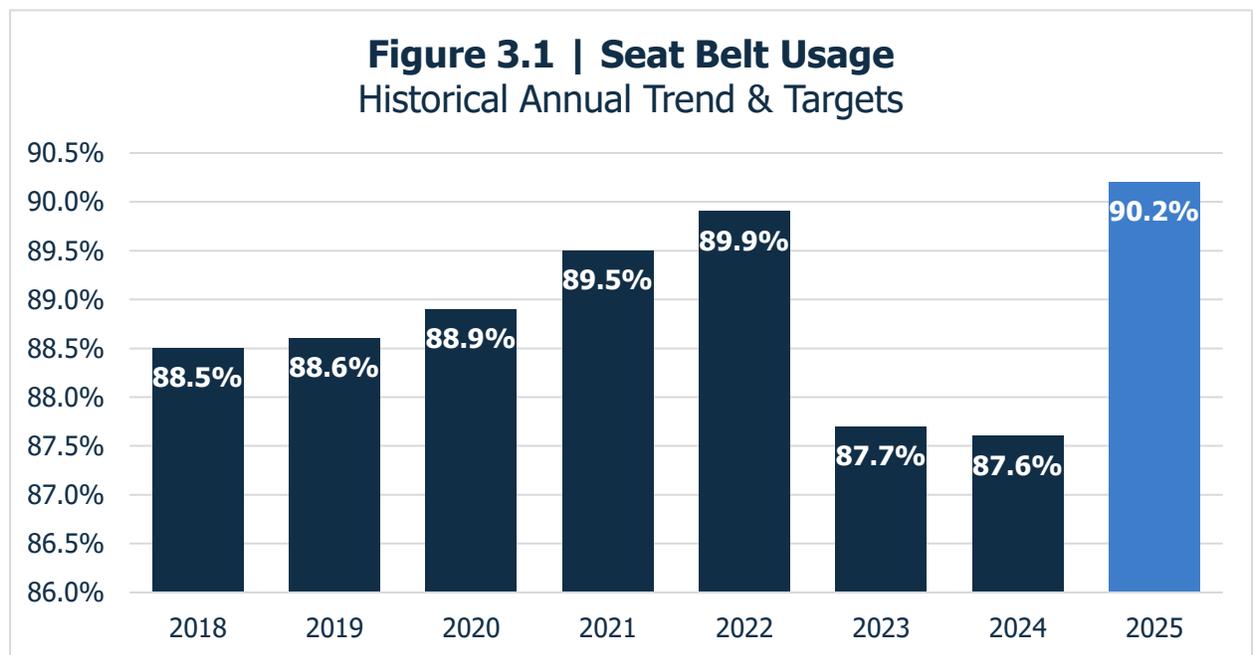


3. PA Highway Safety Program

OCCUPANT PROTECTION

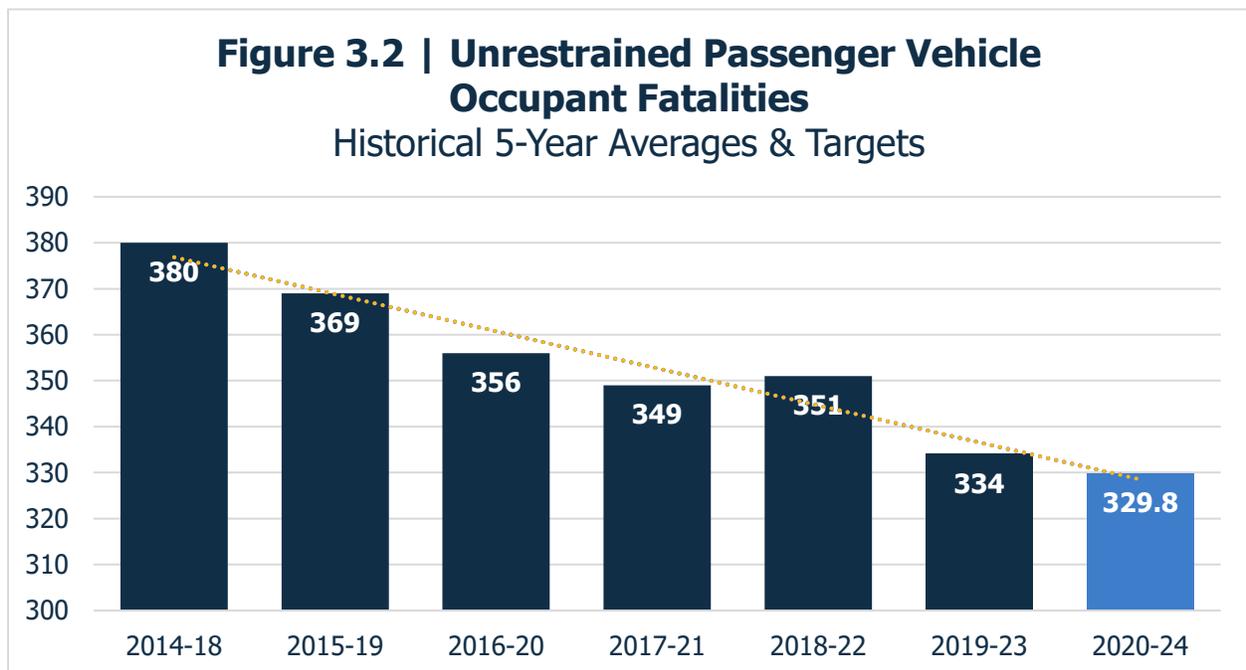
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Performance Targets



Performance Target Unmet

Pennsylvania did not meet the 2024 performance target for this measure. The target was 90.1%, and the result was 87.6%. Pennsylvania’s seat belt rate had been increasing each year since 2018 and nearly meeting the target with the 2022 seat belt rate of 89.99%. During 2023, Pennsylvania reselected seat belt survey sites prior to conducting the annual Seat Belt Survey. It is not unusual for a state to experience a drop in the seat belt rate directly following a site reselection. Since the trend for Pennsylvania was increasing prior to the reselection, Pennsylvania will continue current efforts towards meeting this target in 2025 and beyond. Despite missing this target, Pennsylvania met the Unrestrained Passenger Vehicle Occupant Fatality (C-4) target.



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 CIOT Enforcement Mobilization ran from November 13 through November 26, 2023, 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, traffic enforcement zones, and informational sites. PSP, along with 208 municipal departments from across Pennsylvania, participated and conducted 12,728 hours of enforcement. The mobilization resulted in 13,660 total citations including 946 occupant protection citations.

The 2024 CIOT National Enforcement Mobilization, which ran from May 13 through June 2, 2024, included participation from 337 funded municipal agencies and all 16 PSP troops. Overall, the combined effort resulted in 17,071 hours of enforcement. The mobilization included a coordinated border-to-border campaign on May 23, 2024. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. This CIOT mobilization resulted in 18,191 citations, including 1,460 occupant protection citations.

SUSTAINED SEAT 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 2024 totaled



28,540 hours and produced 11,246 contacts resulting in 2,625 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 48%, or 3,751 hours of nighttime enforcement.

Both enforcement mobilizations performed a similar number of hours of nighttime enforcement. This was evidenced by 49% of the enforcement hours being performed during nighttime hours during the national enforcement wave and 44% for the Thanksgiving wave.

TEEN SEAT BELT ENFORCEMENT

The Teen Seat Belt Mobilization was conducted from October 9 through October 21, 2023. The mobilization's focus was primarily on young 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.

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 CIOT Enforcement Mobilization in May and June, as well as other identified campaigns.



Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2024-01-23-00 Federal; M2HVE-2024-01-24-00 Federal)

PSP participated in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities include saturation patrols, 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 PSP Troops in periodic and ongoing enforcement campaigns, including Child Passenger Safety Week.

Municipal Occupant Protection Enforcement and Education Programs (PT-2024-04-23-00 Federal; PT-2024-04-24-00 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 2023 and the national 2024 CIOT enforcement campaigns.
- Nighttime occupant protection enforcement improved in FFY 2024, with 3,751 hours (or 48% 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 9 to October 21, 2023.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 15-21, 2024) and 178 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 to implement the child occupant protection program under its Pennsylvania Traffic Injury Prevention Project (PA TIPP). PA 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. PA TIPP assists in offering courses in child passenger safety for continuing medical education (CME)/continuing education unit (CEU) credits and in non-credit classes for hospital staff. PA 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. PA 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 child passenger safety technician certification. In 2024, 13,092 seats were purchased by the state and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2024-01-23-00 Federal; OP-2024-01-24-00 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. PSP will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified child passenger safety technicians.

RESULTS

- Performed a total of 2,158 child safety seat checks during fiscal year 2024.
- Completed 158 events and checked a total of 903 child restraints during the National Enforcement Mobilization (May 2024) and the CIOT Child Passenger Safety Campaign (September 2024).

Statewide Child Passenger Safety Coordination (CR-2024-01-23-00 Federal; CR-2024-01-24-00 Federal; M2CPS-2024-01-23-00 Federal; B2CPS-2024-01-24-00 Federal/CR-2024-01-23-00 State; CR-2024-01-24-00 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/refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish inspection stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 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.

RESULTS

- Conducted 28 NHTSA child passenger safety technician courses, certifying 443 new technicians and six new instructors.
- Conducted 16 renewal courses and 20 technical update classes.
- Conducted hospital educational trainings which included:
 - 31 CME/CEU courses with 157 participants.
 - 1 pediatric webinar approved for CME/CEU with 121 attendees.
 - 8 requests for CEU toward child passenger safety recertification and 21 requests for CME/CEU.
- Conducted 52 training programs for school staff, caregivers, and school transportation providers with 1,373 adult and child participants.

Summary

Occupant protection efforts were continued during FFY 2024. 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 87.6% in 2024. 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 reducing unrestrained fatalities.



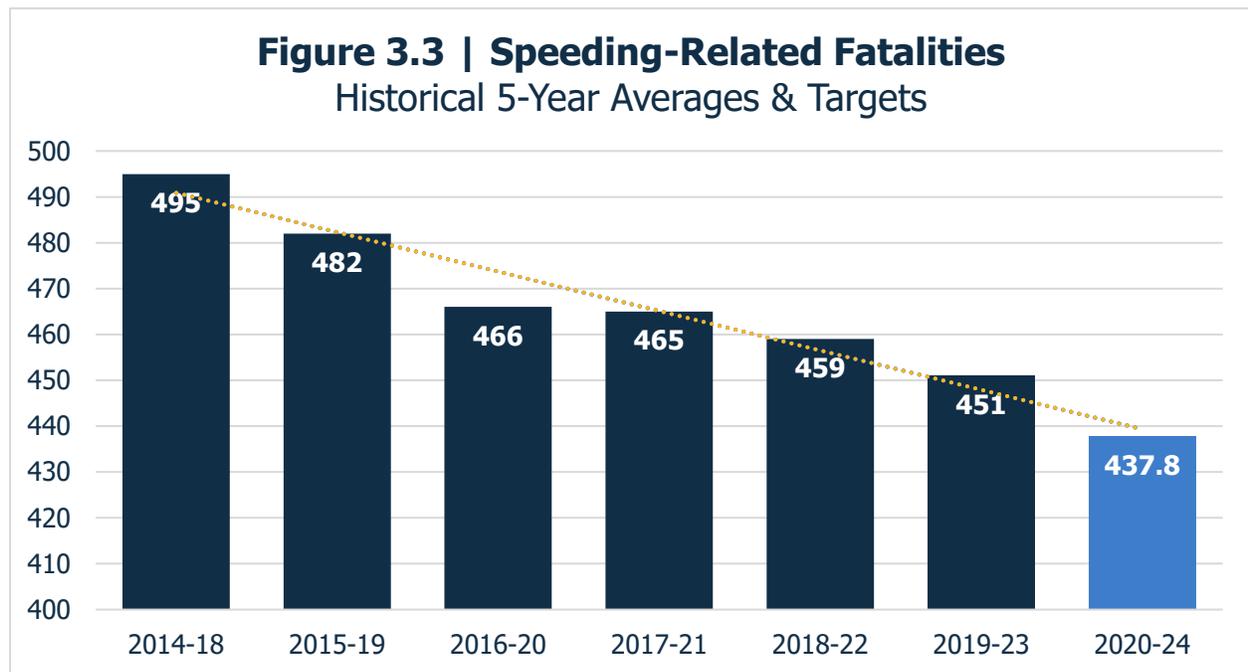


POLICE TRAFFIC SERVICES

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 outreach.



Performance Targets



Performance Target Unmet

After finalizing the 2023 crash data, Pennsylvania did not meet the 2020-2024 performance target for this measure. The target was 437.8, and the result was 438.4. Despite not meeting the target, the performance measure has been decreasing over the prior six reporting periods. Our efforts aimed at reducing speeding related fatalities rely on high-visibility enforcement, outreach, training, and other supporting countermeasures as described in the sections below. Police staffing issues nationwide and in Pennsylvania have resulted in fewer enforcement details since the COVID-19 pandemic.

In FFY 2024, most of our enforcement grantees got off to a late start as grant approvals were delayed into November 2023. The transition from dotGrants to eGrants and necessary Bipartisan Infrastructure Law (BIL) related updates to our contract documents contributed to the delay. As a result, only 108 hours of municipal aggressive driving/speeding enforcement was conducted in October and November 2023 under the NHTSA grants. In October and November 2024, this number rose to 3,882 hours. We anticipate this increase in enforcement will positively affect the 2024 speeding-related fatality number once finalized.



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 2024.

Pennsylvania State Police – Police Traffic Services (PT-2024-01-23-00 Federal; PT-2024-01-24-00 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 258,000 traffic citations were written during STEP details in FFY 2024. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and other dangerous driving habits.

RESULTS

- All 16 PSP troops participated in aggressive driving enforcement during FFY 2024, including 4,994 overtime enforcement hours.
- 12,042 hours of STEP overtime enforcement were completed.

Statewide Law Enforcement Liaison (LEL) Program Coordination (PT-2024-02-23-00 Federal; PT-2024-02-24-00 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, planned coordinated enforcement days, and assisted with earned media when needed. The LELs also provided training, conducted site visits, ensured proper enforcement report protocols in eGrants, 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 use of the Pennsylvania 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

- More than 3,200 contacts were made with law enforcement agencies to provide information and assistance.
- Reviewed more than 11,000 eGrants enforcement reports for accuracy and performance.
- Observed 93 live enforcement details to provide guidance on standard operating procedures.

Police Traffic Services Program (PT-2024-04-23-00 Federal; PT-2024-04-24-00 Federal)

PennDOT offered single enforcement grants to 50 different agencies in FFY 2024. 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 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 2024. 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.

RESULTS

- More than 42,000 motorists were contacted through municipal police aggressive driving enforcement. These contacts led to more than 18,000 speeding citations.



Summary

In an effort to combat dangerous driving habits, PennDOT 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 communications calendar. Crash data is constantly analyzed and municipalities that make up a larger percentage of the crash picture receive an applicable dedication of resources.



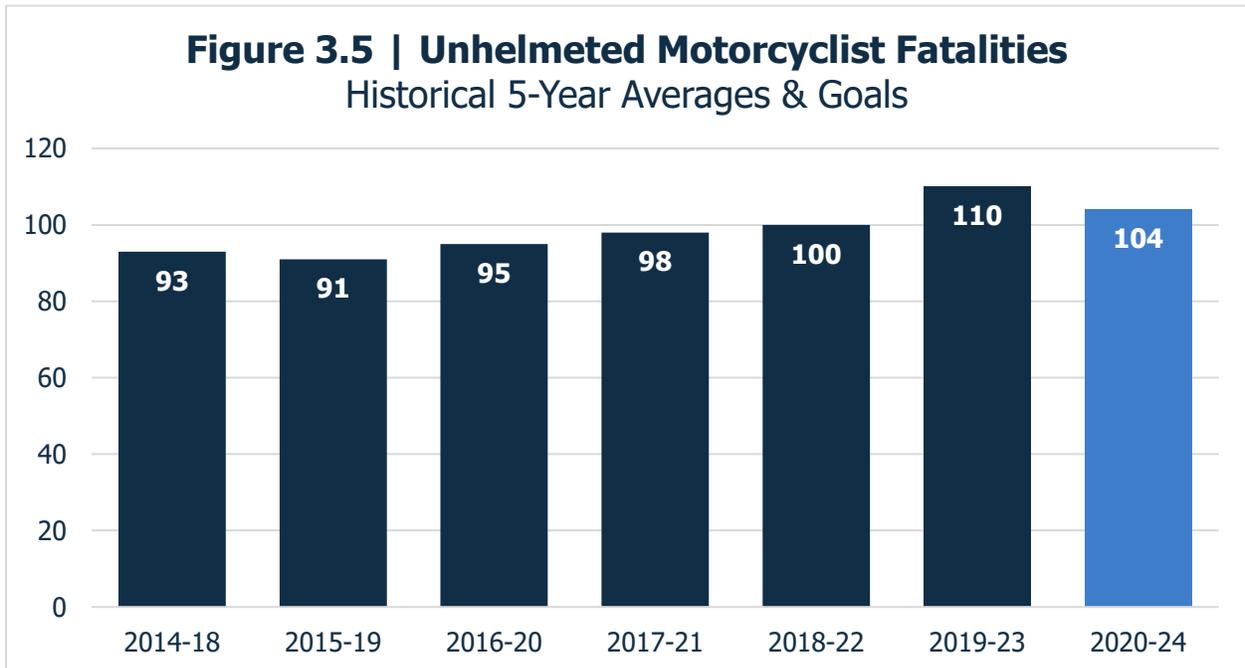
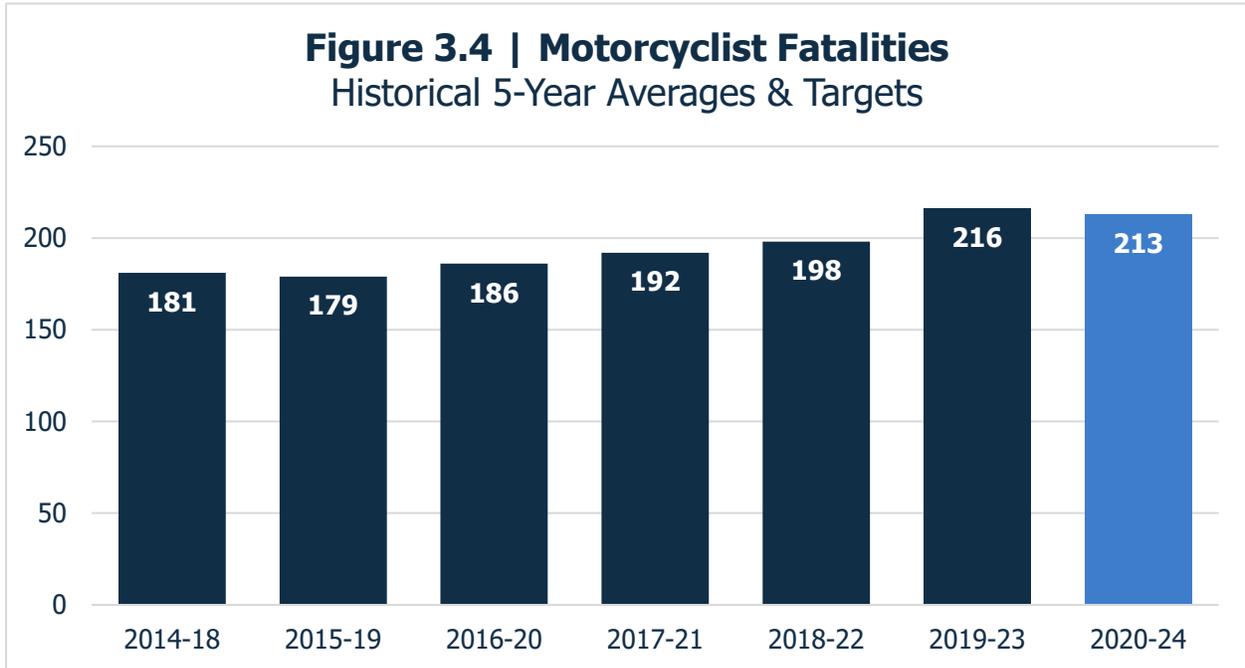


MOTORCYCLE SAFETY

Over the last decade, Pennsylvania has seen a 7.77% decrease in licensed motorcyclists, and an 11.54% decrease in registered motorcycles. Due to their size, motorcycles can be hidden in blind spots and are easily overlooked by other drivers. Most 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



Performance Target Unmet

After finalizing the 2023 crash data, Pennsylvania did not meet the 2020-2024 performance targets for these measures. The target for motorcyclist fatalities was 213,



and the result was 227. The target for unhelmeted motorcyclist fatalities was 104, and the result was 117. Our efforts aimed at reducing motorcyclist and unhelmeted motorcyclist fatalities rely on outreach, training, and paid media as described in the section below. Please note that Pennsylvania does not have a universal motorcycle helmet law.

In FFY 2025, we will continue to promote motorcycle safety throughout the riding season, but with a heavier focus during motorcycle safety month in May. A concerning topic for motorcycle safety in 2023 was the rise in fatalities due to deer-related crashes. In 2023, there were 17 fatalities in deer-related crashes, this is the largest number on record. By comparison, in 2022 there were three fatalities involving motorcycles and deer. Deer, other wildlife, or debris in the road is especially dangerous for a rider trying to balance a motorcycle. Awareness of this topic, including operating a motorcycle at safe speeds and not riding impaired, will better help a rider navigate any unexpected obstacle.

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 39th 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 an



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 15,523 students in motorcycle training courses in 2023.



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 PAMSP.

Motorcycle Safety Initiatives (M11MA-2024-01-22-00 Federal; M11MA-2024-01-23-00 Federal; M11MA-2024-01-24-00 Federal; MC-2024-01-23-00 Federal; MC-2024-01-24-00 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



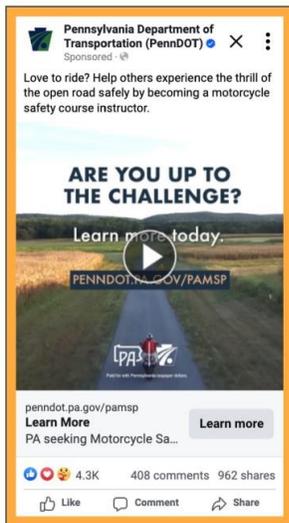
districts also displayed motorcycle safety messages on fixed and variable message boards throughout motorcycle safety month in May.

In 2023, approximately \$200,000 in advertising was not implemented due to an error on the part of the vendor. This funding was rolled into the 2024 media campaign, allowing the campaign to extend its reach to more Pennsylvanians. In total, the budget for paid media in 2024 was approximately \$500,000.

RESULTS

- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle fatalities. Traditional and lifestyle media partners produced 67 million impressions, while digital ads resulted in 35.3 million impressions and more than 550,000 clicks.

Pictured below, the 2024 paid media buy included tactics such as billboards, Facebook, Instagram, Snapchat, Google Video and responsive display, streaming video and audio, Gas Station TV, and mobile digital trucks.



Top Performing Ad



Live Free Ride Alive Program

The Live Free Ride Alive (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 LFRA 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 2024.



- Conducted a paid digital media campaign in markets covering the counties with the highest number of motorcycle crashes. Ads resulted in 10.3 million impressions and nearly 122,000 clicks.

Pictured below, the 2024 paid digital media buy included Facebook, Instagram, Snapchat, and Google Responsive Display.



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.

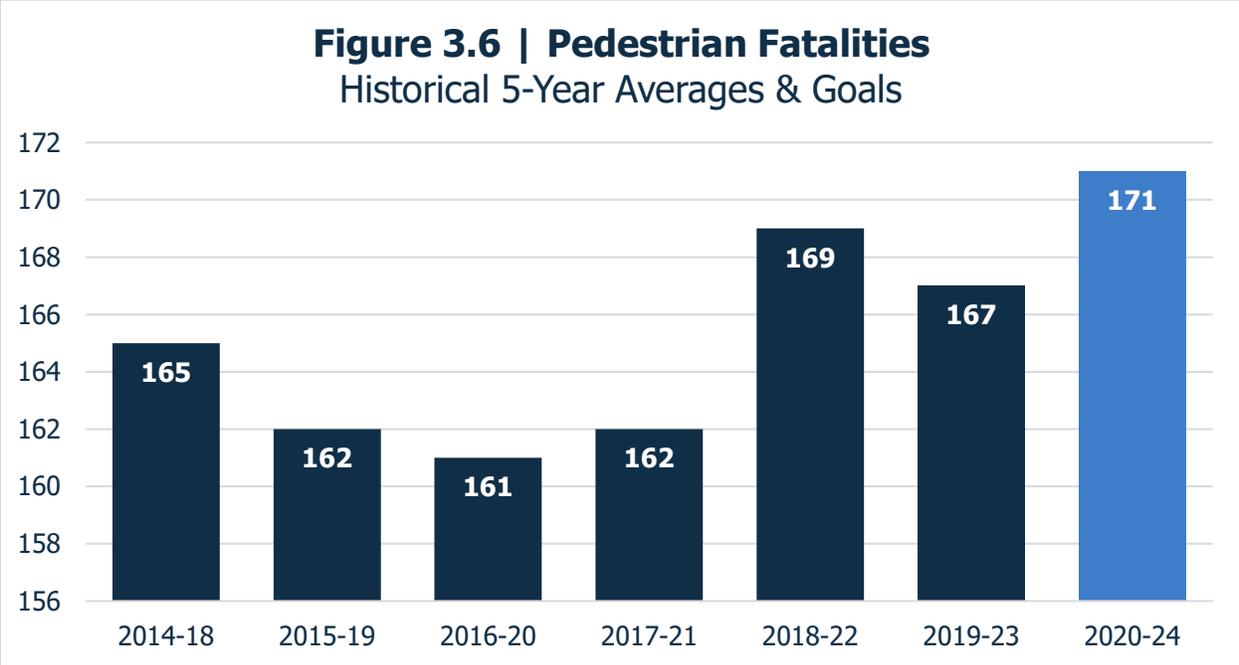




PEDESTRIAN & BICYCLE SAFETY

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.

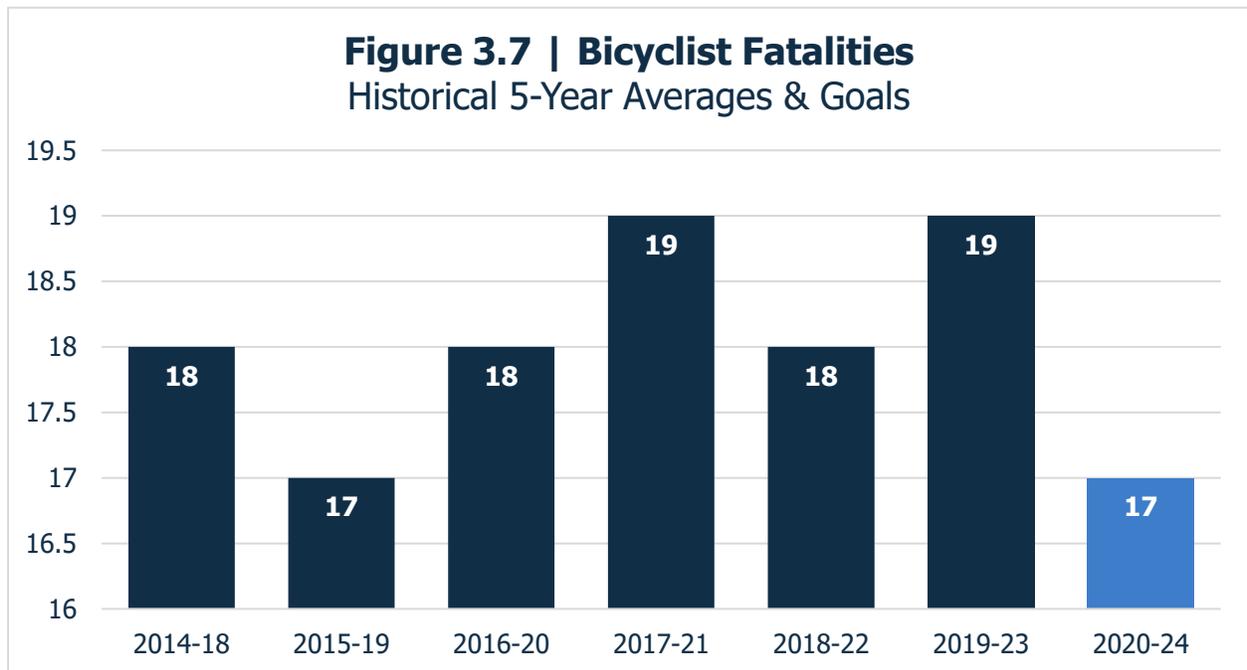
Performance Targets



Performance Target Unmet

After finalizing the 2023 crash data, Pennsylvania did not meet the 2020-2024 performance target for this measure. The target was 171, and the result was 175. Unfortunately, this increase mirrors a national trend for pedestrian fatalities. Although not yet finalized, the number of pedestrian fatalities in 2024 is projected to be lower than in 2023. Our efforts aimed at reducing pedestrian fatalities rely on high-visibility enforcement, outreach, training, and other supporting countermeasures as described in the sections below.

In FFY 2025, we are hoping the new hands-free cell phone law will result in fewer motorist distractions that could lead to pedestrian-related crashes. Pedestrian safety is also a main topic of our engagement efforts with underserved communities. In FFY 2024, most of our enforcement grantees got off to a late start as grant approvals were delayed into November 2023. The transition from dotGrants to eGrants and necessary Bipartisan Infrastructure Law (BIL) related updates to our contract documents contributed to this delay. As a result, only eight hours of municipal pedestrian enforcement was conducted in October and November 2023 under the NHTSA grants. In October and November 2024, this number rose to 806 hours.



Performance Target Unmet

After finalizing the 2023 crash data, Pennsylvania did not meet the 2020-2024 performance target for this measure. The target was 17, and the result was 22. Unfortunately, this increase mirrors a national trend for bicyclist fatalities. Although not yet finalized, the actual number of bicyclist fatalities in 2024 is projected to be lower than in 2023. Our efforts aimed at reducing bicyclist fatalities rely on outreach, training, and other supporting countermeasures as described in the sections below.

In FFY 2025, our partners will attempt to increase bicycle safety awareness through bike rodeos, ride to work/school events, and helmet distribution. Bicycle safety is also a main topic of our engagement efforts with underserved communities.

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/speeding, 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-2024-01-22-00 Federal; FHLE-2024-01-23-00 Federal; BGLE-2024-01-24-00 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 4,631 hours of overtime enforcement under this planned activity in FFY 2024, resulting in 8,524 total violations.

Municipal Pedestrian Enforcement and Education Program (FHLE-2024-02-23-00 Federal; BGLE-2024-02-24-00 Federal)

These funds were dedicated toward supporting localized high-visibility enforcement operations and community outreach 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 16 through October 20, 2023. This wave was supported by earned media for both pedestrian and school bus safety. A second pedestrian enforcement wave ran from April 29 through May 12, 2024, 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 4,513 total hours of overtime enforcement in FFY 2024 resulting in 3,026 citations.
- Funding was provided to municipal police departments to participate in both pedestrian enforcement waves during FFY 2024.
- Completed 1,211 hours of overtime enforcement over two waves (October & May), resulting in 887 citations.

Summary

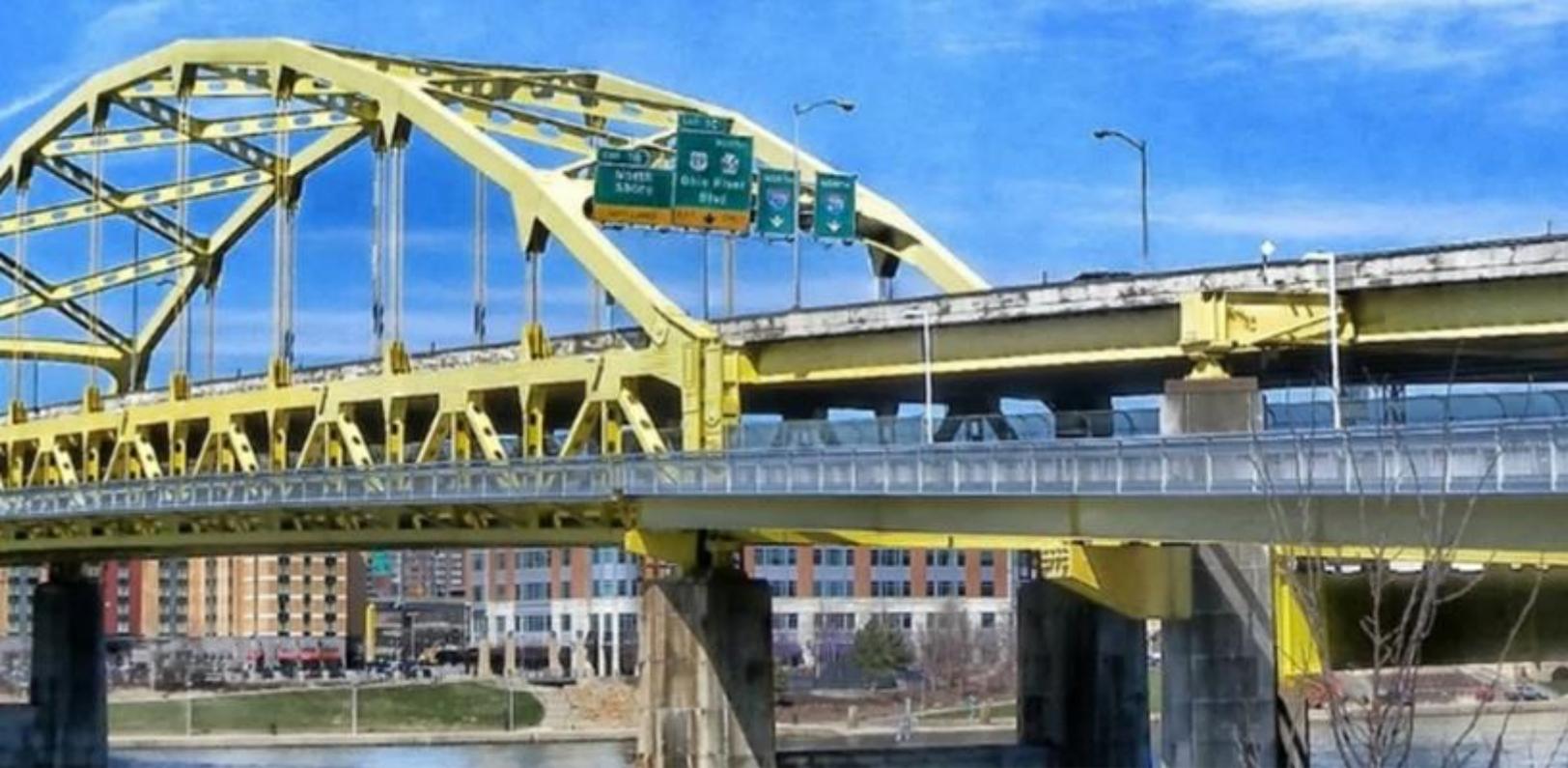
Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2024 are likely to help curb the recent increases observed in fatality data. Maintaining a strong relationship with the PennDOT 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 high-visibility enforcement funding under Police Traffic Services grant agreements.





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 Fatality Analysis Reporting System (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 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 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

	Completeness	Accuracy	Timeliness
2025 Target	0.08	0.32	9.50
2024 Target	0.09	0.30	9.50
2024 Actual	0.09	0.40	10.54

Two Performance Targets Unmet

The target for Completeness was .09 and the actual result was .09. The value for 2023 was .10, showing slow and steady progress in this performance target. Pennsylvania continues to strive toward reducing and eliminating missing data values from its crash data through police education and communication efforts. Examples of these efforts are a continuation of our Traffic Records Program Administrator (Crash and Adjudication Law Enforcement Liaisons) program and a quarterly crash reporting newsletter to all reporting police departments. Traffic Records Program Administrators (TRPA) have access to this data at a police department level and provide the information during trainings and communications.



The target for Accuracy was .30 and the actual value was .40. The rate difference amounted to 11,000 errors on 108,000 crash reports. Contributing factors in this target not being met include a police department's learning curve after an update from an online system to vendor software, as well as an update to the state's crash form. The overall error rate for the new vendor software (0.67) was more than double the error rate for the previous online system (.24). Updates to the new software scheduled for FFY 2025 should help improve accuracy. Additionally, changes were made to the state's crash form that could have negatively affected accuracy as police work to understand how to report new fields. Pennsylvania continues to strive toward reducing and eliminating inaccurate data values from its crash data through police education and communication efforts. Examples of these efforts are a continuation of our TRPA program and a quarterly crash reporting newsletter to all reporting police departments. TRPAs have access to this data at a police department level and provide the information during trainings and communications.

The target for Timeliness was 9.5 submission days and the actual value was 10.54 days. One issue that was observed was that the City of Pittsburgh transitioned to a new software submission vendor. The new vendor had a double approve process that was not well understood by police. While that issue will soon be resolved, under Pennsylvania law, police have 15 days to submit crashes. Any effort to receive them sooner can be stifled by police pointing to the law allowing them more time. Pennsylvania's efforts to improve this rate focuses almost solely on those police departments that exceed a 15-day average. These efforts are conducted through our TRPA program. TRPAs have access to this data at a police department level and provide the information during trainings and communications, in addition to specific data runs that alert the TRPAs to specific police departments to address these issues.

Countermeasures (Programs and Projects) and Results

Traffic Records Program Administrators (M3DA-2024-01-22-00 Federal; M3DA-2024-01-23-00 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 CRS 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 TRPA as a point of contact between PennDOT's Crash Information Systems and Analysis Unit and approximately 1,100 municipal police agencies across the state. This grant period marks the end of the 15th 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, 609 of Pennsylvania's approximately 1,100 local police agencies are submitting electronic crash reports, along with 535 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-2024-02-23-00 Federal; B3SA-2024-02-24-00 Federal)

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 Fatality and Injury Reporting Systems Tool (FIRST). 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. In FFY 2023, multiple new engineering user reports and additional mapping layers were added to the Query Tool Map, along with other changes. The biggest changes included adding a current year fatalities dashboard to allow the public to monitor Pennsylvania's progress and overhauling the site's survey to gather better feedback for future enhancements.

RESULTS

- PCIT was updated during FFY 2024 adding the first data visualization dashboard depicting motorcycle crashes. Motorcycle fatalities have increased substantially since 2020. This dashboard provides details that were not previously easily accessible. Additional dashboards will be added in future development. The web address for PCIT is crashinfo.penndot.pa.gov.

Crash Applications Strategy Plan (M3DA-2024-03-23-00 Federal; B3RSRCH-2024-03-24-00 Federal)

The three crash systems used for data analysis were all created separately over the last 25 years. The Crash Reporting System was implemented in 2001, the Crash Data Analysis and Retrieval Tool was implemented in 2005, the Crash Validation Web Service and Crash Fatality Applications were designed in the 2010s, the Pennsylvania Crash Information and Retrieval Tool was first deployed in 2015 and is still being developed. A comprehensive review of all these data systems will allow for a clear path of what is strategically needed for the future. The project will create a plan to make all systems work together, overcoming decades of patches and initial design flaws, and embrace future business needs allowing for efficient maintenance, logical data flow, and expansion.

The following are the high-level phases of the project:

1. **Systems Analysis:** IT review of the services delivered across the systems that receive, store, analyze, and display crash data for the Commonwealth of PA. The product of this phase is a report of all crash data applications to detail functionality, known gaps or defects, inefficiencies, costs in delivery of services, ownership, and stakeholder listings for the individual applications for the crash data application inventory.



2. **IT Strategic Plan:** IT facilitated strategic planning with crash data application stakeholders to develop a mission, vision, values, and goals for the crash data applications. The product of this phase is an IT Strategic Plan that meshes with the Business Strategic Plan.
3. **Systems Design:** Perform GAP analysis, requirements gathering, and IT alignment to deliver an IT Proposal. The product of this phase is an IT Proposal for crash data applications to include GAP analysis, IT recommendations, and an architecture blueprint for the crash data applications that meets the IT Strategy.
4. **Roadmap:** Build out a plan for crash data applications. The product of this phase is a roadmap of the IT architecture and a phased plan with each stage of the roadmap to include scope & content of the work to be completed, stakeholder group, goals alignment, skills and technology needs, funding options, one page strategy guides for stakeholder communication, and level of effort estimates.

RESULTS

- The Crash Applications Strategy plan has been ongoing with all crash systems analyzed. Ad hoc data uses are currently being evaluated to ensure that all uses of data fit within the proposed plan. (Phase 1 - 90% complete)
- The IT Strategic Plan phase began development part way through the initial information gathering phase as many details became clear as to the best solutions as part of a modernized architecture. Updates and details are being added as the remaining portion of the analysis from Phase 1 are completed. (Phase 2 – 60% complete)
- The Systems Design phase also began development as the direction of the plan and modern supported tools became evident. Updates and details are being added as the remaining portion of the analysis from Phase 1 and updates to Phase 2 are made. (Phase 3 – 40% complete)
- The building of the roadmap has just recently begun. It is being developed in a way to allow phased steps, understanding that changes and new development will have a financial impact. (Phase 4 – 5% complete)

EMS Response Time Study (B3RSRCH-2024-05-24-00 Federal)

PennDOT will develop a process for an EMS response time map for PA's entire roadway network. This project takes an integrated approach to the 4 Es of safety: engineering, education, enforcement, and emergency response. Hospitals and EMS stations will be



included in the mapping. The project will focus on identifying locations where EMS is not effective in crash outcomes due to a prolonged response time.

The project will determine what data sets are already available and build or update data sets that are needed. The project goal is to determine EMS response times for locations around the state and identify those areas with response times of 10 minutes or longer, where emergency medical services are likely to have no effect on reducing the injury severity in a crash outcome (e.g., reducing a crash from a fatality or serious injury to a lesser injury).

The locations identified as having longer EMS response times will be analyzed based on crash history and roadway risk factors, including narrow or no shoulders, narrow lanes, clear zone lengths, curvature density, curve radius, length of curves, roadway cross sections, slopes and grades, the presence of countermeasures like rumble strips or curve signs, and more. Based on this data driven safety analysis, strategies will be developed with a focus on the other Es, most likely engineering, and education.

Strategies would focus on educating local populations about the EMS career field and work to enhance ambulance coverage in the area by training and enlisting new EMS staff. The engineering approach would consider roadway risk factors and determine systemic roadway improvements to help reduce crashes and/or reduce the severity of a crash when they occur. For example, rumble strips or curve signs can help keep vehicles on the road, reducing crashes, and thus reducing the need for EMS.

RESULTS

This project is still in early phases, so there are no results to report yet. PennDOT received currently available data from the Department of Health and determined that much of the needed data sets will need built and/or updated, which is currently in process.

Summary

Projects that were implemented in FFY 2024 were outlined in the 2024 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

The Pennsylvania Highway Safety Office (HSO) 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.

The 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 2024, the HSO again 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. To assist with this effort, the projects invited these community leaders to their Roundtables to discover how the projects could better serve all communities in their jurisdictions.

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

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-2024-01-23-00 Federal; CP-2024-01-24-00 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 more than \$500,000 to provide equitable programming and messaging in their communities.
- Funded 18 CTSPs to conduct behavioral traffic safety programming covering the entire state.
- CTSPs conducted 14 roundtables across the state.

Summary

CTSPs completed a variety of programs and outreach efforts across Pennsylvania in FFY 2024. 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.





PUBLIC PARTICIPATION & ENGAGEMENT

Traffic safety is facing two significant problems – a rise in fatalities and disparities in those crash outcomes. It’s more important than ever to identify and reach the underserved communities and those overrepresented in crash data across Pennsylvania. Recognizing that certain groups, including low-income and minority populations, may face disproportionate risks on the road, PennDOT worked closely with local advocacy organizations to engage historically underserved communities. To ensure these groups are included in the planning process as PennDOT works toward achieving the overarching goal of zero deaths on Pennsylvania roadways, public participation and engagement has now become an essential component of the development and execution of Pennsylvania's Triennial Highway Safety Plan. The plan’s success hinges on meaningful engagement with representation of the public, community groups, safety advocates, and local stakeholders to ensure the strategies implemented reflect the needs, concerns, and priorities of all Pennsylvanians.

Pennsylvania reaches the public with traffic safety messaging through PennDOT’s 18 Community Traffic Safety Projects (CTSP). CTSPs are outreach grantees who interact with the public on behavioral traffic safety issues. Funded through Section 402, these local advocates provide statewide coverage, carrying out data driven traffic safety programming year-round and serve as PennDOT’s “boots on the ground” ambassadors in the community.



As a result of engagement completed prior to FFY 2024, it was determined that funding traditionally made available through our CTSP grant program did not adequately cover the unique needs of some underserved and overrepresented groups. Beginning in FFY 2023, PennDOT made an additional \$220,000 in statewide equity funding available to CTSPs. This funding was offered in addition to the amount historically allocated based on crash data alone.

This equity funding was increased to \$1.4 million for FFY 2024-2026 and made available to CTSP grantees who, in their grant proposals, outlined appropriate uses for the funds that would address inequities they had already identified in their geographic coverage area and/or implement roundtable meetings to help assess the needs in their local communities.

This additional funding was 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 (Philadelphia).

Countermeasures (Programs and Projects) and Results

Roundtable Meetings

By partnering with the CTSPs and leveraging their existing relationships, the Highway Safety Office (HSO) is engaging the community at the local level through roundtable meetings.

Roundtable meetings are public meetings intended to bring together a diverse set of partners and community leaders with a mission of tackling complex behavioral traffic safety issues at the local level. Roundtable meetings are mutually beneficial for all participants, allowing residents and local stakeholders to engage directly with traffic safety experts, share personal experiences, discuss specific local safety concerns, and aid in traffic safety planning. The meetings also allow CTSP coordinators to expand their reach, adjust and enhance existing programming, and develop new ideas that will better include underserved communities and overrepresented populations.



Beginning in FFY 2024, CTSP coordinators are required to host at least one roundtable meeting per year. Making connections in underserved communities will help Pennsylvania bridge a highway safety information gap as new partners spread highway safety messaging within their own organizations and provide new venues for programming.

In FFY 2024, the HSO attended 14 roundtable meetings.

Working with the CTSP coordinator, the HSO ensured meetings were hosted in municipalities with underserved communities who may benefit from increased behavioral highway safety programming or funding. The Justice 40 Mapping Tool, the US Census Bureau’s Community Resilience Estimates, the Exploring Fatalities and Equity Map depicting Historically Disadvantaged Communities (National Roadway Safety Strategy ArcGIS Story Map), and the NHTSA’s Fatality and Injury Reporting Systems Tool (FIRST) have been and will continue to be used to identify the underserved and overrepresented populations.

While each of the four national resources provide a slightly different and valuable analysis to identify potential locations, the Justice 40 initiative was created to address decades of underinvestment in disadvantaged communities and intends to fill gaps in public service. For this reason, the Justice 40 data was heavily relied upon for planning the outreach meetings. Justice 40 tracts with the most disadvantaged categories were prioritized; specifically, 12 of the 14 roundtable meetings were hosted in locations with five or more disadvantaged categories, including:

- Allentown
- Chester
- Erie
- Hazelton
- Jeannette
- Norristown
- Scranton
- Shamokin
- Steelton
- Wilkinsburg
- Williamsport
- York



It was also a priority to ensure meetings were accessible for community members, and meeting locations that were walkable, bikeable, and/or accessible by public transportation were chosen, when possible. All meetings were held in public buildings that were handicap accessible. At the time of invitation, partners were offered reasonable accommodations (e.g., disability accommodations, translators, special diets); none were requested. There were a few meetings with relatively low registrations, so dates and times were changed to accommodate more community partners and increase participation.

CTSP coordinators already have a network of contacts, including local neighborhood community organizers. They were able to use these contacts for planning, promotion, and implementation of the roundtables. Each meeting had about 15-20 participants – though some had up to 50 – including at least one HSO staff member and PennDOT Safety Press Officer (SPO). PennDOT representation was vital since comments gathered at the meetings will craft future traffic safety planning.

Other participants generally included local safety partners, community organizers, and local leaders. Invitations were shared with representatives from the host venue, along with known traffic safety professionals such as Traffic Injury Prevention Program coordinators, local AAA representatives, the local law enforcement liaison, the DUI regional program administrator, and state and local police. Transportation professionals and advocacy groups were also invited, including county and regional planning organizations, public transit representatives, city and county health bureaus, county housing authorities, children and youth services, representatives from local school bus companies, community policing staff, religious and faith-based leaders, representatives from the Plain Community, and equity and inclusion professionals. Representatives from local nonprofit organizations such as the local library, Salvation Army, NAACP, and YMCA/YWCA were also invited to participate. Inclusion is an important aspect to these roundtable discussions. By including a mix of traditional partners and community representatives the meetings were able to produce a result that reflected expert recommendations while also addressing public concerns.

The roundtable meetings usually began with a presentation by the CTSP that explained their role and what they could offer the community. This was followed by a similar presentation by the SPO. The HSO representative also presented on the role of the PennDOT Highway Safety Office and included maps depicting local crash data to spark conversation. These presentations were an important component of the roundtable discussions and were used to set the tone of the meetings while encouraging open and honest conversations. All community members were invited and encouraged to take



part in open discussion, sharing their views on the traffic safety issues most important to the community.

To help measure success, and to capture thoughts that might not have been shared publicly, participants were asked to complete surveys that were later collected by the HSO staff. Traffic safety information was available after the meetings, and staff also made themselves available to discuss more specific concerns with participants after the roundtable meeting came to an end.

RESULTS

Public input played a critical role in shaping the HSO's future strategies. The responses from residents and stakeholders highlighted several key themes, which directly influenced priorities and future planning.

- Funding for local projects arising from roundtable feedback was found to be a necessary, but sometimes lacking, component to making roundtable meetings successful. Many CTSP coordinators anticipated that roundtable meetings could lead to simple low-cost projects and had funding planned into their grants for that purpose; however, some did not or did not plan enough to adequately cover the total costs. While it is optimal when immediate adjustments to programming can be implemented by coordinators at no cost or with funding already available, this is not always possible when a new need emerges. PennDOT plans to make funding available to close this gap by offering a new type of grant. CTSP coordinators will be able to apply to the new grant to obtain mini-grants on an as-needed basis, outside of the regular window that is only available once each funding cycle.
- Distracted driving was a growing concern discussed at several of the roundtable meetings. With the rise in smartphone use and in-car technology, respondents identified distracted driving as a leading factor in crashes and near crashes. Public demand for stricter enforcement of distracted driving laws and enhanced educational campaigns was clear, especially for groups not traditionally reached by current programming. Law enforcement voiced that distracted driving enforcement was challenging. To help law enforcement meet the request by the public to better enforce distracted driving, PennDOT intends to make information and training available about the new hands-free law. Additionally, PennDOT will encourage knowledge sharing by police traffic services coordinators who have been successful at enforcing distracted driving laws in the past.



- Many public comments highlighted speeding and aggressive driving behaviors as critical contributors to unsafe roadways. Participants voiced support for increased enforcement of speed limits particularly in underserved areas where there were low numbers of injury and fatal crashes. Citizens who reported concerns to law enforcement and local officials felt unheard and dismissed, some being told there was no funding available based on local crash data. Since PennDOT’s traffic safety grants are allocated based on crash data, it may sometimes be difficult to fund overtime enforcement in potentially dangerous areas where there is a small crash picture. The HSO recognizes that crash data should not be relied on alone. In the past police traffic services coordinators have been permitted to shift unused funding to other areas, when justifiable. The HSO will encourage participating departments to record public communication that police traffic services coordinators can rely on alongside crash data when planning enforcement. Additionally, the HSO is looking into other data sources to use for enforcement funding and planning such as hospital admission data and online public comments collected through PennDOT’s website.
- Pedestrian and bicycle safety emerged as another key area of concern, especially in urban areas. Participants pointed to the lack of safe crosswalks, bike lanes, and traffic-calming measures. Concern for the lack of consideration by both drivers and pedestrians was voiced at multiple roundtable meetings across the state. The HSO will encourage municipalities to adopt Safe Streets initiatives. CTSP coordinators will be encouraged to promote a road-sharing culture. The HSO is working on other possible programming and may create some new materials to be shared through the CTSPs. The HSO is also considering a media buy aimed specifically at bus-riding pedestrians.

Vision Zero Ambassador Program (Philadelphia)

According to the 2022 Vision Zero Annual Report prepared by the City of Philadelphia, African American Philadelphians represent 41% of the city’s population and an average of 45% of the total traffic deaths. Comparatively, Hispanic Philadelphians represent 15% of the city’s population and 21% of the total traffic deaths. Rates of traffic deaths are 57% higher for residents living in Philadelphia’s lowest-income ZIP codes. In an effort to reverse these trends, the Philadelphia’s CTSP grant uses a portion of their equity funding for a Vision Zero Ambassador Program.

The ambassador program aims to empower Philadelphians with the tools they need to advocate for safer streets in their neighborhoods. The program focuses on building partnerships with community leaders in lower income communities and communities of



color. The ambassadors create a means for two-way communication so the city can learn from underserved communities and work together on traffic safety. Through attendance at local events and festivals, the ambassadors deliver safety messaging, provide educational materials, and distribute safety equipment throughout their community.

The creation, development, and growth of this program resulted from engagement in strategic planning sessions with community members of underserved communities. Data showed the 19140-ZIP code in North Philadelphia was a dangerous home ZIP code for both African American and Hispanic pedestrians. Several Justice 40 tracts appear in this ZIP code and all tracts meet at least four categories. One of the tracts partially covered by 19140 meets all eight Justice 40 categories. Out of nine Vision Zero Ambassadors in 2024, one resides in the 19140-ZIP code and four others reside in adjacent ZIP codes. All five conducted collaboration and outreach in 19140 and its local neighborhoods. The engagement currently being done by the ambassadors now serves to inform local CTSP planning and programming.

Vision Zero Ambassadors complete a post-event evaluation form after each event they attend. They report on who they spoke with, what information was distributed, and key takeaways like identified safety concerns from the community. Each ambassador has a monthly one-on-one check-in with CTSP staff and a monthly cohort meeting where they share resources. During these meetings they are encouraged to report on traffic safety issues most discussed during their recent engagement(s) and what specific locations or behaviors will help the city with future planning.

RESULTS

Some of the recent Vision Zero Ambassador engagement in the 19140-ZIP code included a Hustle N' Ride event at Hunting Park, the Family Bike Day event at Be A Gem Crossing Apartments, Juniata Community Day hosted by Concilio, a Mi Salud Hub back-to-school event, the 7th Annual Movie Night at Williams Moore Reed Memorial Park, and a block captain meeting hosted by Esperanza. One ambassador recorded a podcast about traffic safety issues with the Tioga United community organization.

In 2024, the nine ambassadors reached more than 2,600 people at 95 events. Philadelphia continues to grow the program and increased the number of ambassadors from six to nine in FFY 2024. The goal is to have 10 ambassadors by the end of FFY 2026.





Coffee with the Chief

Public participation and engagement implemented in FFY 2023 revealed that increased non-enforcement police engagement is crucial for a healthy community. PennDOT applied this input to the Highway Safety Plan and allowed the use of Section 402 funds (Police Traffic Safety grants) in FFY 2024 to support the implementation of “Coffee with Chief” events. More information on this new initiative can be found on page 25 of this annual report.

Summary

Public participation and engagement are a priority in Pennsylvania's traffic safety efforts. In FFY 2024, representatives from the HSO attended 14 roundtable community meetings hosted by CTSP coordinators. The meetings were beneficial in identifying unmet needs in underserved communities. Looking forward, PennDOT will continue to attend roundtable meetings, maintaining an open dialogue with the public, and gathering new and diverse perspectives useful for highway safety planning. The HSO and CTSPs will also seek additional opportunities to engage the public.





COMMUNICATIONS & 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 2024, PennDOT's 11 SPOs participated in more than 300 community and school outreach events, issued more than 120 media advisories and press releases, hosted nearly 70 media events, gave more than 30 media interviews, recorded more than 10 public service announcements, 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 300 media stories they generated around the state.

Central communications office staff also promote national mobilizations with statewide media events and respond to media inquiries. In FFY 2024, central communications staff responded to nearly 60 media inquiries directly related to traffic safety. Media events are supported by Commonwealth Media Services and are recorded and photographed with distribution to media outlets across Pennsylvania. Central communications staff planned and hosted five statewide media events in FFY 2024 in support of various national safety campaigns, resulting in 38 news stories.



PennDOT updates the Safety Communications Plan annually, which includes state, national, and industry safety initiatives, along with suggested and required media activities. The plan, which includes talking points, social media posts, templates for media announcements, public service announcements, and partnership ideas, is shared with traffic safety partners around the state to ensure messaging is consistent.

PennDOT's social media presence continues to grow, with safety messages frequently appearing on our digital assets. Our 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.

Paid Media

PennDOT annually invests state funding in paid media to promote safe driving practices. In FFY 2024, PennDOT purchased media related to two safety focus areas, seat belt safety and impaired driving.

Paid media was purchased in coordination with the 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 two campaigns that ran successively from April through early-July 2024. The campaigns were highly successful, delivering more than 137 million impressions across digital and traditional media. The campaign produced more than 394,000 clicks with an overall click-through-rate of 1.26%. More than \$1.4 million in added value was generated in large part through the Pennsylvania Association of Broadcasters TV and radio spots.

The media tactics used traditional, lifestyle, and digital media. Media partners included the Pennsylvania Association of Broadcasters (broadcast TV and radio), outdoor advertisers Clear Channel, Lamar, and OakTree, point of purchase/venue advertisers All Over Media, Gas Station TV, Q1 Media, and AMI, Google Responsive Display, video advertisers ESPN, Q1 Media, and YouTube, streaming audio advertising with Katz Digital, and paid social messages on Facebook, Instagram, and SnapChat.



ADVANCED ANALYTICS

PennDOT partnered with the creative marketing agency responsible for implementing paid media campaigns for Pennsylvania state agencies to evaluate the effectiveness of the FFY 2024 campaigns. The primary goal of the campaign was to directly impact the volume and severity of crashes occurring across the state.

To evaluate campaign effectiveness, the agency analyzed PA crash data between 2018 and 2024 as predicted by campaign type as well as several variables relevant to crash occurrence (including designated market area, driver's age, road condition, month, and year). The analysis primarily focused on impaired and unbelted crashes (the focus of this year's safety campaigns).

The key findings revealed that the 2024 impaired driving campaign was associated with a notable decline in reportable crashes, particularly among drivers aged 21-49. Specifically, for this age group in 2024:

1. Reportable crashes of all types declined by 14% when the impaired driving campaign was active (vs. no campaigns).
2. Crashes involving impaired driving declined by 15% and unbelted crashes by 17% when the impaired driving campaign was active (vs. no campaigns).
3. Unbelted crashes declined by 10% when the seat belt campaign was in market (vs. no campaigns).

The analyses were limited by the fact that the campaigns have consistently happened during spring and summer each year. These are also the seasons during which fewer crashes tend to occur, so it is impossible to fully isolate the effect of the media campaigns. Additionally, the 2024 data is preliminary only and results could change as data points are updated and more data becomes available.

SEAT BELTS

In April and May 2024, PennDOT conducted a seat belt safety awareness campaign. New media assets were created for this year's campaign, including video and still assets.

Prior to finalizing assets, creative testing was conducted with a sample of 303 males aged 18-34 with a driver's license who live in Pennsylvania and who do not always wear their seat belt while driving. Most drive without a seat belt because they forget to put it on (56.1%), while 15.5% think their vehicle is safe enough, and 12.5% think seat belts



are not (that) effective. Out of the 18 possible image and headline combinations, the combination below (and used in the campaign) was selected most often as being able to persuade drivers to wear their seat belt.



Other still assets used during the campaign included:



Multiple versions of a video were filmed to offer diverse options in reaching populations around Pennsylvania, including both city and rural locations. All videos incorporated the headline that was found to be most effective, while also making an emotional appeal and urging viewers to Buckle up, PA.



IMPAIRED DRIVING

PennDOT conducted an impaired driving media campaign in support of the Fourth of July Impaired Driving Campaign throughout June and early July. Existing impaired driving media assets were refreshed and again included both video and still assets.

The video was updated with new text, and similarly to the seat belt creative featured a headline that used a sobering statistic: “35% of crash deaths involve an impaired driver. Don’t be part of the statistic.” The video used several words to describe impaired driver, including drunk, high, blitzed, and buzzed. Still assets used these words interchangeably.





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 2024.

Additionally, with the use of state funds, the Highway Safety Office assigns each SPO 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. To increase recognition, PennDOT introduced “Be Safe, PA” in 2020. The tagline was once again used on behavioral safety media buy materials, along with a variation, “Buckle Up, PA.” “Be Safe, PA” is also used on the safety pages on PennDOT’s website and used in messaging on social media. PennDOT’s paid media is deployed to coincide with enforcement waves 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.

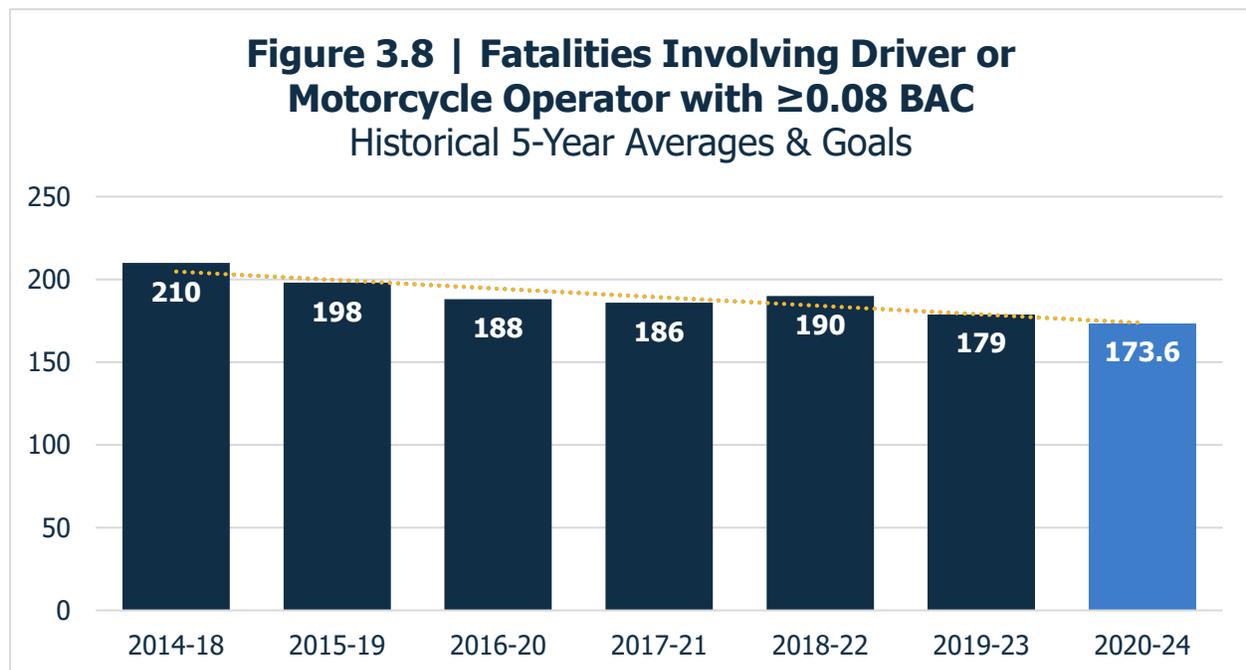




IMPAIRED DRIVING

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

Performance Target



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 2024.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$5.9 million in federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2024. Pennsylvania's data-driven high-visibility enforcement 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-2024-01-23-00 Federal; M5HVE-2024-01-24-00 Federal)

The Pennsylvania State Police (PSP) implemented the Impaired Driving Enforcement and Initiatives Program to increase high-visibility enforcement that emphasizes impaired driving crash locations. Utilizing grant funding from PennDOT, PSP conducted more than 1,620 sobriety checkpoints and roving DUI patrols during FFY 2024. This enforcement contacted more than 32,700 motorists resulting in 1,337 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of DUI enforcement and includes a motivational speaker and a highly visible dispatch of the troopers setting off for enforcement. This event is 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 1,620 sobriety checkpoints and roving DUI patrols, contacting more than 32,700 motorists resulting in 1,337 arrests for impaired driving.

Pictured below, PennDOT partnered with the Department of Drug and Alcohol Programs, PSP, and other safety partners for a media event at Penn State Health Holy Spirit Medical Center to urge motorists to celebrate responsibly ahead of the Labor Day holiday.



The event featured a demonstration of a drug-detection field sobriety test by a PSP Drug Recognition Expert (DRE). The Pennsylvania DUI Association's Moving DUI Victims' Memorial was on display at the event.



Municipal DUI Enforcement Programs (M5HVE-2024-02-23-00 Federal; M5HVE-2024-02-24-00 Federal)

PennDOT offered 50 police traffic services grants, which involved more than 750 municipal police departments during FFY 2024. Impaired driving enforcement is a key component of the police traffic services grant. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, mobile awareness, and “Cops in Shops” operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations, including the National Crackdown Impaired Driving Campaign implemented ahead of Labor Day weekend and the Holiday Season Impaired Driving Campaign that runs from Thanksgiving through New Year’s. Crash, injury, and arrest data was provided to the departments to use for targeting locations for impaired driving enforcement. DUI regional program administrators (DUI RPAs) 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. The municipal impaired driving enforcement resulted in almost 75,000 motorists contacted and nearly 1,200 arrests for impaired driving.

RESULTS

- More than 4,000 impaired driving enforcement operations resulted in almost 75,000 motorists contacted and nearly 1,200 arrests for impaired driving.



DUI Courts (M5CS-2024-01-23-00 Federal; B5CS-2024-01-24-00 Federal)

In 2023, there were nearly 13,300 convictions for a second or subsequent DUI offense. Those convictions accounted for more than 58% of all DUI convictions in 2023. PennDOT provides counties with grants for DUI courts 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 2024, 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 2024. The number of DUI courts operating in Pennsylvania stands at 16.



Institute for Law Enforcement Education (M5TR-2024-01-23-00 Federal; M5TR-2024-01-24-00 Federal; PT-2024-03-23-00 Federal; PT-2024-03-24-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to police officers. Pennsylvania simply could not achieve its highway safety goals without personnel who are highly trained in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. These trainings allow the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funds these trainings through an agreement with the Institute of Law Enforcement Education at the Pennsylvania Department of Education. With nearly 120 trainings offered, more than 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 2024.

RESULTS

- More than 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) (M5CS-2024-02-23-00 Federal; B5CS 2024-02-24-00 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 biggest benefit 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 750 instances of technical assistance were provided by the TSRP during FFY 2024. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another benefit 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. Classroom training is followed by 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 2024.
- TSRP provided more than 750 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) (M5CS-2024-03-23-00 Federal; B5CS 2024-03-24-00 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

- Provided funded for one JOL in FFY 2024.

Statewide DUI Program Coordination (DUI RPAs) (M5TR-2024-02-23-00 Federal; M5TR-2024-02-24-00 Federal)

Five 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 three part-time, are funded using §405(d) funding. During FFY 2024, the DUI RPAs served as a technical resource for each of the police traffic service grant task forces. DUI RPA tasks include 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 drug-impaired driving continue to be a growing factor in the overall DUI focus area. Increases in DUI-D crashes and arrests are most likely due to the large effort toward training law enforcement in DUI-D detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and the Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement a 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 drugs. During FFY 2024, 28 ARIDE courses were conducted by the Pennsylvania DUI Association, training 403 law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 20th year of operation and certified 19 new officers as drug recognition experts in FFY 2024, which brings the total number of DREs in Pennsylvania to 258. During FFY 2024, DRE officers conducted 1,710 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 522 evaluations were conducted in a training environment.

RESULTS

- Funded two full-time and three part-time DUI RPAs.
- DUI RPAs served as a technical resource for the 50 police traffic services grants statewide.
- 28 ARIDE courses were conducted by the Pennsylvania DUI Association, training hundreds of law enforcement officers.
- Certified 19 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to 258.
- DRE officers conducted 1,710 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 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 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 151 Alcohol Highway Safety School instructors and 222 Court Reporting Network evaluators during FFY 2024.

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 2024, there were more than 13,400 Pennsylvania residents with an installed ignition interlock device, and more than 75,000 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 state ignition interlock regulations. State funds were utilized to deliver these tasks.

RESULTS

- Conducted 350 site visits to ignition interlock installation service centers to audit for compliance with state regulations.
- More than 75,000 vehicle ignition starts were prevented by ignition interlock devices statewide.



Summary

The comprehensive DUI laws in Pennsylvania coupled with a high-visibility enforcement program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the impaired 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-D 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 driving.

Enforcement grantees in Pennsylvania conducted sobriety checkpoints and roving patrols following the high-visibility enforcement model with 79% of the committed enforcement funds liquidated during FFY 2024. Law enforcement officers in Pennsylvania will need to continue to be trained in the detection and testing of drug-impaired drivers so the commonwealth can continue to achieve reductions in impaired driving.



PLANNING & 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-2024-01-23-00 Federal; PA-2024-01-24-00 Federal/PA-2024-01-00-00 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-2024-04-23-00 Federal; CP-2024-04-24-00 Federal/CP-2024-01-00-00 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.



HSP Program Support (CP-2024-03-23-00 Federal; CP-2024-03-24-00 Federal)

GRANT PROGRAM TRAINING NEEDS

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 training needs for the PennDOT District Safety Press Officers.

RESULTS

- Conducted the Fall Communications Workshop in State College for PennDOT and Community Traffic Safety Project outreach coordinators November 1-3, 2023.
- Interested PennDOT staff attended the training workshops at GHSA's 2023 Annual Meeting and the 2024 Lifesavers Conference on Roadway Safety.

SAFETY PRESS OFFICER FUNDING

PennDOT Safety Press Officers (SPO) are located across the state, one in each district, addressing all facets of behavioral traffic safety in their local communities, including impaired driving, seat belt use, child passenger safety, speeding and aggressive driving, distracted driving, mature driver safety, teen driver safety, commercial vehicle safety, vulnerable road user safety, and more. SPOs represent PennDOT and help disseminate safety messaging through media releases and events, community events, school programs, and more.

SPOs deliver educational programming in their local areas similarly to PennDOT's traffic safety grantees, also known as Community Traffic Safety Projects (CTSP). While it is imperative that PennDOT SPOs collaborate with their local CTSPs, there are times when working together, yet separately, can help reach more audiences. Additionally, turnover within partner organizations can create program lag when our SPOs rely on those relationships for the use of certain equipment, like driving simulators, for example. Supplying SPOs with the ability to request and purchase equipment that is useful for their specific, local programming is beneficial in maintaining continuity of programs.



In FFY 2024, \$34,000 was made available for SPOs to apply for through a series of mini-grant applications. Quarterly, SPOs were able to request funding for equipment purchases related to providing local programming that addressed PennDOT’s overarching goal of changing driver behavior to increase overall safety on Pennsylvania roadways and decrease fatalities as we work toward zero deaths. This funding helped SPOs enhance the effectiveness of their traffic safety programming by providing equipment that was not previously available or was only available on a limited basis.

The quarterly mini grant application process ensured all SPOs were able to request funding throughout the year. It also helped to make certain that funds were being spent down efficiently throughout the year for the most effective programmatic needs.

Examples of supplies purchased include:

- District 1 SPO was approved to purchase Intoxiclock software and Sum-It-Cup to increase the awareness of the dangers of impaired driving. The equipment was used at four events over the course of the year, including a high school, a college, and community events, reaching about 225 people in northeast PA.



- District 3 SPO was approved to purchase reflective zipper pulls with a safety message on them (Be Safe Be Seen). The zipper pulls were not only used to engage students in educational programming but were also designed to be worn on a person’s jacket (zipper) making them more visible to passing motorists, with the goal of reducing crashes involving vulnerable road users. More than 1,000



people were reached through a formal traffic safety presentation and pedestrian safety literature throughout the year, including at elementary, middle school and high school programs, senior expos, children’s health fairs, childcare centers, and other community events.

- District 11 SPO was approved to purchase several pieces of equipment used to engage young children in various traffic safety presentations including bicycle and pedestrian safety. Equipment purchased included traffic signs, traffic light simulator, traffic cone and traffic light costumes, child safe paints, safety car cut out, traffic cones, duct tape for a mock crosswalk, and more. With this new equipment, the attention of more than 1,000 children was captured during various safety programs, helping them remember important safety messages and create safe habits they will remember when they start driving.
- District 12 SPO was approved to purchase several pieces of equipment used to engage educate on the dangers of impaired driving, including Drunk Busters goggles, Drunk Busters cup stacking challenge, a remote-control car (to be used with the drunk goggles), and a driving simulator. With this new equipment that wasn’t available previously, hundreds of teen drivers have been reached helping them understand the impact drugs and alcohol can have on their ability to drive safely. These first-hand experiences with the goggles and simulator help users articulate the dangers (and share them with their peers) in ways text or simple presentations cannot achieve.



RESULTS

- SPOs received more than \$14,000 in program support to purchase equipment needed to enhance the effectiveness of their local programming.
- One driving simulator was purchased for PennDOT District 12 to use with impaired driving programming at school and community programs.





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 78 grants in FFY 2024 totaling \$15,047,972.09 under this program.

During the fiscal year, \$11,315,714.49 (75.2%) of committed §402 funds was spent, including \$5,209,368.82 (46.0%) 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 three grants in FFY 2024 totaling \$2,171,894.89 under this program.



During the fiscal year, \$2,021,613.56 (93.1%) 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 five grants in FFY 2024 totaling \$2,669,000.00 under this program.

During the fiscal year, \$1,928,068.28 (72.2%) 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 56 grants in FFY 2024 totaling \$8,749,164.32 under this program.

During the fiscal year, \$6,949,588.85 (79.4%) 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 2024 totaling \$464,532.36 under this program.

During the fiscal year, \$464,532.36 (100%) of committed §405f funds was spent.

Section 405g/h Program (Nonmotorized Safety Programs)

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

BOO awarded 52 grants in FFY 2024 totaling \$1,416,035.68 under this program.

During the fiscal year, \$1,098,653.72 (77.6%) of committed §405h funds was spent.



HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 | FFY 2024 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2024-01-00-00	20.600	Planning & Administration - PA Highway Safety Office Mgmt	550,000.00	316,131.27
MC-2024-01-00-00	20.600	Motorcycle Safety Initiatives	103,229.49	74,251.48
OP-2024-01-00-00	20.600	PA State Police - Child Passenger Safety Fitting Stations (Task 2)	161,900.00	41,265.74
PT-2024-01-00-00	20.600	PA State Police - Police Traffic Service (Tasks 3&5)	3,222,000.00	2,918,729.40
PT-2024-02-00-00	20.600	Statewide LEL Program Coordination (PTS)	1,099,999.92	898,273.46
PT-2024-03-00-00	20.600	Institute for Law Enforcement Education	812,000.00	721,920.00
PT-2024-04-00-01	20.600	PTS-2024-Abington-C920002942	100,130.00	70,090.69
PT-2024-04-00-02	20.600	PTS-2024-Baldwin-C920002959	60,232.11	40,872.88
PT-2024-04-00-03	20.600	PTS-2024-Bethlehem City-C920002969	36,649.46	33,947.58
PT-2024-04-00-04	20.600	PTS-2024-Bethlehem Township-C920002970	42,894.82	29,064.79
PT-2024-04-00-05	20.600	PTS-2024-Blair County-C920001888	56,650.75	53,972.93
PT-2024-04-00-06	20.600	PTS-2024-Bucks-C920001899	216,699.13	196,013.87
PT-2024-04-00-07	20.600	PTS-2024-Butler Co-C920001906	59,758.20	52,600.77
PT-2024-04-00-08	20.600	PTS-2024-Cambria-C920001897	57,510.00	23,125.22
PT-2024-04-00-09	20.600	PTS-2024-Cambridge Springs-C920002954	11,413.82	0.00
PT-2024-04-00-10	20.600	PTS-2024-Chester-C920002964	103,154.85	91,561.55
PT-2024-04-00-11	20.600	PTS-2024-Conewango-C920001902	27,028.02	24,571.56
PT-2024-04-00-12	20.600	PTS-2024-Cumberland-C920001916	69,942.34	51,689.80
PT-2024-04-00-13	20.600	PTS-2024-Erie-C920001901	99,915.00	73,944.73
PT-2024-04-00-14	20.600	PTS-2024-Ferguson Twp-C920001830	32,527.00	24,620.02
PT-2024-04-00-15	20.600	PTS-2024-Gilpin-C920002974	15,765.29	7,600.05
PT-2024-04-00-16	20.600	PTS-2024-Hatfield-C920002944	46,344.81	40,722.94
PT-2024-04-00-17	20.600	PTS-2024-Haverford-C920002945	40,764.67	37,992.37
PT-2024-04-00-18	20.600	PTS-2024-Hermitage-C920002962	57,640.00	53,493.82
PT-2024-04-00-19	20.600	PTS-2024-Hopewell-C920002935	61,156.47	58,870.37
PT-2024-04-00-20	20.600	PTS-2024-Indiana-C920001903	8,521.39	5,811.60
PT-2024-04-00-21	20.600	PTS-2024-Jersey Shore-C920002988	24,791.92	14,741.27
PT-2024-04-00-22	20.600	PTS-2024-Lackawanna-C920003006	93,852.78	72,205.87
PT-2024-04-00-23	20.600	PTS-2024-Latrobe-C920002925	52,573.56	23,980.26
PT-2024-04-00-24	20.600	PTS-2024-Lebanon-C920002955	54,649.28	48,406.65
PT-2024-04-00-25	20.600	PTS-2024-Lehigh-C920002965	47,601.45	35,725.69
PT-2024-04-00-26	20.600	PTS-2024-LowerMerion-C920001917	38,649.32	33,948.07
PT-2024-04-00-27	20.600	PTS-2024-Lower Paxton-C920002961	119,747.80	103,446.66
PT-2024-04-00-28	20.600	PTS-2024-Lower Saucon-C920002968	13,929.87	7,336.35



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PT-2024-04-00-29	20.600	PTS-2024-Luzerne-C920002976	132,504.30	72,172.74
PT-2024-04-00-30	20.600	PTS-2024-Mifflin-C920002960	25,989.00	19,358.22
PT-2024-04-00-31	20.600	PTS-2024-MontgomeryTownship-C920002917	52,364.58	49,206.05
PT-2024-04-00-32	20.600	PTS-2024-MoonTownship-C920002936	48,920.14	48,864.70
PT-2024-04-00-33	20.600	PTS-2024-Mt. Lebanon Twp-C920001895	41,113.83	41,103.06
PT-2024-04-00-34	20.600	PTS-2024-Northumberland-C920001898	371,868.41	329,428.72
PT-2024-04-00-35	20.600	PTS-2024-Peters Township-C920002971	53,482.88	22,479.61
PT-2024-04-00-36	20.600	PTS-2024-Philadelphia-C920001896	415,562.10	137,902.96
PT-2024-04-00-37	20.600	PTS-2024-Pittsburgh-C920002927	98,700.00	12,139.45
PT-2024-04-00-38	20.600	PTS-2024-Plum-C920002939	89,307.64	80,575.20
PT-2024-04-00-39	20.600	PTS-2024-Pottstown-C920001914	67,954.90	64,190.31
PT-2024-04-00-40	20.600	PTS-2024-Sandy Township-C920003100	20,742.28	10,517.62
PT-2024-04-00-41	20.600	PTS-2024-S Whitehall-C920003005	140,003.26	100,536.20
PT-2024-04-00-42	20.600	PTS-2024-Towanda Boro-C920002982	10,382.12	5,632.63
PT-2024-04-00-43	20.600	PTS-2024-Upland-C920002958	65,899.59	58,782.85
PT-2024-04-00-44	20.600	PTS-2024-Upper Darby-C920002926	47,273.12	13,595.26
PT-2024-04-00-45	20.600	PTS-2024-Venango-C920001893	13,274.55	5,068.42
PT-2024-04-00-46	20.600	PTS-2024-Washington Township (Franklin County)	28,608.48	6,463.42
PT-2024-04-00-47	20.600	PTS-2024-Washington Township (Westmoreland)	38,701.61	35,165.49
PT-2024-04-00-48	20.600	PTS-2024-West Deer Twp-C920001904	52,837.27	50,070.59
PT-2024-04-00-49	20.600	PTS-2024-West Norriton-C920002985	76,473.15	70,623.57
PT-2024-04-00-50	20.600	PTS-2024-York-C920001832	431,900.76	348,907.75
CP-2024-01-00-01	20.600	CTSP-2024-Allegheny-C920001900	346,922.33	211,558.63
CP-2024-01-00-02	20.600	CTSP-2024-Bucks-C920002920	135,367.30	90,081.41
CP-2024-01-00-03	20.600	CTSP-2024-Cambria-C920002981	105,233.50	63,967.15
CP-2024-01-00-04	20.600	CTSP-2024-Carbon-C920002918	405,040.22	227,817.32
CP-2024-01-00-05	20.600	CTSP-2024-Centre-C920001889	115,282.02	93,580.81
CP-2024-01-00-06	20.600	CTSP-2024-Chester-C920002947	125,298.36	106,051.30
CP-2024-01-00-07	20.600	CTSP-2024-Cumberland-C920001831	179,657.98	158,627.28
CP-2024-01-00-08	20.600	CTSP-2024-Delaware-C920001905	133,186.73	99,928.48
CP-2024-01-00-09	20.600	CTSP-2024-Erie-C920001910	144,443.12	82,310.24
CP-2024-01-00-10	20.600	CTSP-2024-Indiana-C920001768	122,852.93	112,334.21
CP-2024-01-00-11	20.600	CTSP-2024-Lackawanna-C920002984	60,321.40	51,801.36
CP-2024-01-00-12	20.600	CTSP-2024-Luzerne-C920002941	111,634.06	96,317.89
CP-2024-01-00-13	20.600	CTSP-2024-Montgomery-C920001913	194,928.48	167,201.16
CP-2024-01-00-14	20.600	CTSP-2024-Northampton-C920001915	79,000.43	72,779.43
CP-2024-01-00-15	20.600	CTSP-2024-Northumberland-C920002919	123,685.59	83,010.66
CP-2024-01-00-16	20.600	CTSP-2024-Philadelphia-C920001882	404,419.99	141,539.55
CP-2024-01-00-17	20.600	CTSP-2024-Washington-C920001911	282,353.08	176,916.53
CP-2024-01-00-18	20.600	CTSP-2024-York-C920001909	302,145.25	280,402.23



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2024-03-00-00	20.600	HSP Program Support	69,000.00	38,659.82
CP-2024-04-00-00	20.600	PA Highway Safety Office Program Management	800,000.00	345,884.12
CR-2024-01-00-00	20.600	Statewide Child Passenger Safety Program	766,048.27	749,237.99
CR-2024-02-00-00	20.600	CPS Education Initiatives	17,663.56	1,992.39
DD-2024-01-00-00	20.600	Distracted Driving Outreach	100,000.00	0.00
		Subtotal CFDA #20.600 (\$402)	15,047,972.09	11,315,714.49
M2HVE-2024-01-00-00	20.62	PA State Police - Occupant Protection Enf. & Edu. Program (Task 4)	1,898,100.00	1,747,818.67
M2CPS-2024-01-00-00	20.62	TIPP Special Rule - Community CPS Services	130,765.81	130,765.81
B2CPS_US-2024-01-00-00	20.62	TIPP Special Rule - Underserved CPS Programs	143,029.08	143,029.08
		Subtotal CFDA #20.616 (\$405b)	2,171,894.89	2,021,613.56
M3DA-2024-01-00-00	20.62	Statewide Traffic Records Program Support	1,204,000.00	1,131,762.15
B3SA-2024-02-00-00	20.62	Crash Architecture & Public/Partner Data Interface	650,000.00	525,521.93
B3RSRCH-2024-03-00-00	20.62	Crash Application Strategy Plan	495,000.00	270,784.20
B3T-2024-04-00-00	20.62	Virtual Weigh in Motion	300,000.00	0.00
B3RSRCH-2024-05-00-00	20.62	EMS Response Time Project	20,000.00	0.00
		Subtotal CFDA #20.616 (\$405c)	2,669,000.00	1,928,068.28
M5HVE-2024-01-00-00	20.62	PA State Police - DUI Enforcement Program (Task 1)	3,000,000.02	2,646,034.71
M5HVE-2024-02-00-01	20.62	PTS-2024-Abington-C920002942	67,549.00	54,775.06
M5HVE-2024-02-00-02	20.62	PTS-2024-Baldwin-C920002959	59,483.43	36,802.45
M5HVE-2024-02-00-03	20.62	PTS-2024-Bethlehem City-C920002969	37,266.79	30,449.18
M5HVE-2024-02-00-04	20.62	PTS-2024-Bethlehem Township-C920002970	27,669.49	6,816.72
M5HVE-2024-02-00-05	20.62	PTS-2024-Blair County-C920001888	35,943.03	29,409.01
M5HVE-2024-02-00-06	20.62	PTS-2024-Bucks-C920001899	180,233.51	66,383.32
M5HVE-2024-02-00-07	20.62	PTS-2024-Butler Co-C920001906	33,261.12	26,179.50
M5HVE-2024-02-00-08	20.62	PTS-2024-Cambria-C920001897	46,160.00	27,944.10
M5HVE-2024-02-00-09	20.62	PTS-2024-Cambridge Springs-C920002954	8,640.36	231.32
M5HVE-2024-02-00-10	20.62	PTS-2024-Chester-C920002964	73,668.89	55,715.40
M5HVE-2024-02-00-11	20.62	PTS-2024-Conewango-C920001902	18,237.66	15,387.32
M5HVE-2024-02-00-12	20.62	PTS-2024-Cumberland-C920001916	57,454.22	11,427.22
M5HVE-2024-02-00-13	20.62	PTS-2024-Erie-C920001901	65,562.00	22,095.71
M5HVE-2024-02-00-14	20.62	PTS-2024-Ferguson Twp-C920001830	29,047.00	28,948.60
M5HVE-2024-02-00-15	20.62	PTS-2024-Gilpin-C920002974	16,785.60	5,441.70
M5HVE-2024-02-00-16	20.62	PTS-2024-Hatfield-C920002944	38,590.56	7,625.17
M5HVE-2024-02-00-17	20.62	PTS-2024-Haverford-C920002945	29,489.67	26,346.58
M5HVE-2024-02-00-18	20.62	PTS-2024-Hermitage-C920002962	35,640.00	33,774.52
M5HVE-2024-02-00-19	20.62	PTS-2024-Hopewell-C920002935	62,986.51	60,662.92
M5HVE-2024-02-00-20	20.62	PTS-2024-Indiana-C920001903	7,647.53	6,812.94



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2024-02-00-21	20.62	PTS-2024-Jersey Shore-C920002988	21,878.02	15,808.21
M5HVE-2024-02-00-22	20.62	PTS-2024-Lackawanna-C920003006	69,368.12	39,106.06
M5HVE-2024-02-00-23	20.62	PTS-2024-Latrobe-C920002925	45,209.39	43,649.48
M5HVE-2024-02-00-24	20.62	PTS-2024-Lebanon-C920002955	35,281.15	14,265.61
M5HVE-2024-02-00-25	20.62	PTS-2024-Lehigh-C920002965	37,432.27	31,072.99
M5HVE-2024-02-00-26	20.62	PTS-2024-LowerMerion-C920001917	24,525.55	12,650.29
M5HVE-2024-02-00-27	20.62	PTS-2024-Lower Paxton-C920002961	82,434.69	41,137.10
M5HVE-2024-02-00-28	20.62	PTS-2024-Lower Saucon-C920002968	9,838.09	4,918.42
M5HVE-2024-02-00-29	20.62	PTS-2024-Luzerne-C920002976	102,131.33	69,159.16
M5HVE-2024-02-00-30	20.62	PTS-2024-Mifflin-C920002960	18,895.00	12,525.25
M5HVE-2024-02-00-31	20.62	PTS-2024-MontgomeryTownship-C920002917	39,252.44	34,847.88
M5HVE-2024-02-00-32	20.62	PTS-2024-MoonTownship-C920002936	44,907.15	44,907.15
M5HVE-2024-02-00-33	20.62	PTS-2024-Mt. Lebanon Twp-C920001895	37,266.79	37,104.12
M5HVE-2024-02-00-34	20.62	PTS-2024-Northumberland-C920001898	245,926.16	191,417.64
M5HVE-2024-02-00-35	20.62	PTS-2024-Peters Township-C920002971	47,361.16	21,576.58
M5HVE-2024-02-00-36	20.62	PTS-2024-Philadelphia-C920001896	211,838.43	198,964.08
M5HVE-2024-02-00-37	20.62	PTS-2024-Pittsburgh-C920002927	87,185.00	21,592.06
M5HVE-2024-02-00-38	20.62	PTS-2024-Plum-C920002939	66,058.64	48,990.17
M5HVE-2024-02-00-39	20.62	PTS-2024-Pottstown-C920001914	49,677.10	43,820.71
M5HVE-2024-02-00-40	20.62	PTS-2024-Sandy Township-C920003100	15,093.59	5,575.36
M5HVE-2024-02-00-41	20.62	PTS-2024-S Whitehall-C920003005	92,037.61	82,742.07
M5HVE-2024-02-00-42	20.62	PTS-2024-Towanda Boro-C920002982	12,280.71	5,840.41
M5HVE-2024-02-00-43	20.62	PTS-2024-Upland-C920002958	42,396.39	36,350.99
M5HVE-2024-02-00-44	20.62	PTS-2024-Upper Darby-C920002926	40,328.00	0.00
M5HVE-2024-02-00-45	20.62	PTS-2024-Venango-C920001893	10,626.01	1,994.55
M5HVE-2024-02-00-46	20.62	PTS-2024-Washington Township (Franklin County)	22,870.84	10,466.47
M5HVE-2024-02-00-47	20.62	PTS-2024-Washington Township (Westmoreland)	46,604.91	41,848.84
M5HVE-2024-02-00-48	20.62	PTS-2024-West Deer Twp-C920001904	58,447.05	50,329.60
M5HVE-2024-02-00-49	20.62	PTS-2024-West Norriton-C920002985	60,101.76	28,983.61
M5HVE-2024-02-00-50	20.62	PTS-2024-York-C920001832	321,358.76	293,673.48
B5CS-2024-01-00-00	20.62	DUI Courts	225,000.00	0.00
B5CS-2024-02-00-00	20.62	Traffic Safety Resource Prosecutor	230,000.00	174,334.19
B5CS-2024-03-00-00	20.62	Judicial Outreach Liaison	65,000.00	57,234.25
M5TR-2024-01-00-00	20.62	Institute for Law Enforcement Education	650,000.01	567,222.85
M5TR-2024-02-00-00	20.62	Statewide DUI Program Coordination	1,649,235.81	1,466,215.77
		Subtotal CFDA #20.616 (§405d)	8,749,164.32	6,949,588.85
M11MA-2024-01-00-00	20.62	Motorcycle Safety Initiatives	464,532.36	464,532.36
		Subtotal CFDA #20.616 (§405f)	464,532.36	464,532.36
FHLE-2024-01-00-00	20.62	PA State Police Nonmotorized HVE (Task 6)	527,983.71	527,983.71



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
FHLE-2024-02-00-01	20.62	PTS-2024-Abington-C920002942	7,616.97	0.00
FHLE-2024-02-00-02	20.62	PTS-2024-Baldwin-C920002959	4,892.53	1,280.29
FHLE-2024-02-00-03	20.62	PTS-2024-Bethlehem City-C920002969	5,288.69	3,439.79
FHLE-2024-02-00-04	20.62	PTS-2024-Bethlehem Township-C920002970	2,216.13	0.00
FHLE-2024-02-00-05	20.62	PTS-2024-Blair County-C920001888	3,540.05	2,865.12
FHLE-2024-02-00-06	20.62	PTS-2024-Bucks-C920001899	15,138.75	15,138.75
FHLE-2024-02-00-07	20.62	PTS-2024-Butler Co-C920001906	1,461.67	1,152.36
FHLE-2024-02-00-08	20.62	PTS-2024-Cambria-C920001897	2,401.41	0.00
FHLE-2024-02-00-09	20.62	PTS-2024-Cambridge Springs-C920002954	402.93	0.00
FHLE-2024-02-00-10	20.62	PTS-2024-Chester-C920002964	7,367.59	6,088.15
FHLE-2024-02-00-11	20.62	PTS-2024-Conewango-C920001902	1,093.67	0.00
FHLE-2024-02-00-12	20.62	PTS-2024-Cumberland-C920001916	4,547.38	4,119.93
FHLE-2024-02-00-13	20.62	PTS-2024-Erie-C920001901	9,152.33	4,333.94
FHLE-2024-02-00-14	20.62	PTS-2024-Ferguson Twp-C920001830	3,338.52	2,644.00
FHLE-2024-02-00-15	20.62	PTS-2024-Gilpin-C920002974	546.84	0.00
FHLE-2024-02-00-16	20.62	PTS-2024-Hatfield-C920002944	3,108.33	0.00
FHLE-2024-02-00-17	20.62	PTS-2024-Haverford-C920002945	4,385.26	3,537.47
FHLE-2024-02-00-18	20.62	PTS-2024-Hermitage-C920002962	1,960.53	778.82
FHLE-2024-02-00-19	20.62	PTS-2024-Hopewell-C920002935	2,072.23	1,648.59
FHLE-2024-02-00-20	20.62	PTS-2024-Indiana-C920001903	633.18	215.68
FHLE-2024-02-00-21	20.62	PTS-2024-Jersey Shore-C920002988	2,273.69	1,467.63
FHLE-2024-02-00-22	20.62	PTS-2024-Lackawanna-C920003006	10,994.30	7,823.56
FHLE-2024-02-00-23	20.62	PTS-2024-Latrobe-C920002925	2,647.84	1,230.06
FHLE-2024-02-00-24	20.62	PTS-2024-Lebanon-C920002955	3,424.93	2,549.62
FHLE-2024-02-00-25	20.62	PTS-2024-Lehigh-C920002965	1,553.41	950.00
FHLE-2024-02-00-26	20.62	PTS-2024-LowerMerion-C920001917	4,489.82	1,612.72
FHLE-2024-02-00-27	20.62	PTS-2024-Lower Paxton-C920002961	8,575.18	5,526.57
FHLE-2024-02-00-28	20.62	PTS-2024-Lower Saucon-C920002968	374.15	0.00
FHLE-2024-02-00-29	20.62	PTS-2024-Luzerne-C920002976	10,332.35	2,238.48
FHLE-2024-02-00-30	20.62	PTS-2024-Mifflin-C920002960	633.18	304.68
FHLE-2024-02-00-31	20.62	PTS-2024-MontgomeryTownship-C920002917	2,158.57	2,069.01
FHLE-2024-02-00-32	20.62	PTS-2024-MoonTownship-C920002936	2,417.59	2,391.77
FHLE-2024-02-00-33	20.62	PTS-2024-Mt. Lebanon Twp-C920001895	3,309.80	3,309.80
FHLE-2024-02-00-34	20.62	PTS-2024-Northumberland-C920001898	28,982.45	23,557.61
FHLE-2024-02-00-35	20.62	PTS-2024-Peters Township-C920002971	1,784.42	0.00
FHLE-2024-02-00-36	20.62	PTS-2024-Philadelphia-C920001896	173,174.67	121,509.33
FHLE-2024-02-00-37	20.62	PTS-2024-Pittsburgh-C920002927	10,250.55	3,549.45
FHLE-2024-02-00-38	20.62	PTS-2024-Plum-C920002939	3,942.31	3,825.01
FHLE-2024-02-00-39	20.62	PTS-2024-Pottstown-C920001914	4,461.04	4,461.04
FHLE-2024-02-00-40	20.62	PTS-2024-Sandy Township-C920003100	834.65	412.08



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
FHLE-2024-02-00-41	20.62	PTS-2024-S Whitehall-C920003005	18,016.84	15,772.21
FHLE-2024-02-00-42	20.62	PTS-2024-Towanda Boro-C920002982	546.84	203.40
FHLE-2024-02-00-43	20.62	PTS-2024-Upland-C920002958	7,195.22	5,691.51
FHLE-2024-02-00-44	20.62	PTS-2024-Upper Darby-C920002926	9,061.57	0.00
FHLE-2024-02-00-45	20.62	PTS-2024-Venango-C920001893	892.21	114.68
FHLE-2024-02-00-46	20.62	PTS-2024-Washington Township (Franklin County)	2,872.27	0.00
FHLE-2024-02-00-47	20.62	PTS-2024-Washington Township (Westmoreland)	1,323.92	1,241.07
FHLE-2024-02-00-48	20.62	PTS-2024-West Deer Twp-C920001904	2,417.59	2,360.25
FHLE-2024-02-00-49	20.62	PTS-2024-West Norriton-C920002985	7,655.72	893.40
FHLE-2024-02-00-50	20.62	PTS-2024-York-C920001832	29,403.01	25,192.07
FHPE-2024-03-00-00	20.62	VRU Safety Education	108,053.62	108,053.62
		Subtotal CFDA #20.616 (\$405h)	1,073,202.41	923,537.23
BGLE-2024-01-00-00	20.62	PA State Police - Nonmotorized HVE (Task 6)	72,016.29	9,823.41
BGLE-2024-02-00-01	20.62	PTS-2024-Abington-C920002942	503.03	0.00
BGLE-2024-02-00-02	20.62	PTS-2024-Baldwin-C920002959	323.10	0.00
BGLE-2024-02-00-03	20.62	PTS-2024-Bethlehem City-C920002969	349.27	0.00
BGLE-2024-02-00-04	20.62	PTS-2024-Bethlehem Township-C920002970	146.35	0.00
BGLE-2024-02-00-05	20.62	PTS-2024-Blair County-C920001888	233.79	0.00
BGLE-2024-02-00-06	20.62	PTS-2024-Bucks-C920001899	999.77	567.77
BGLE-2024-02-00-07	20.62	PTS-2024-Butler Co-C920001906	96.53	0.00
BGLE-2024-02-00-08	20.62	PTS-2024-Cambria-C920001897	158.59	0.00
BGLE-2024-02-00-09	20.62	PTS-2024-Cambridge Springs-C920002954	26.61	0.00
BGLE-2024-02-00-10	20.62	PTS-2024-Chester-C920002964	486.56	0.00
BGLE-2024-02-00-11	20.62	PTS-2024-Conewango-C920001902	72.23	0.00
BGLE-2024-02-00-12	20.62	PTS-2024-Cumberland-C920001916	300.31	0.00
BGLE-2024-02-00-13	20.62	PTS-2024-Erie-C920001901	604.42	0.00
BGLE-2024-02-00-14	20.62	PTS-2024-Ferguson Twp-C920001830	220.48	0.00
BGLE-2024-02-00-15	20.62	PTS-2024-Gilpin-C920002974	36.11	0.00
BGLE-2024-02-00-16	20.62	PTS-2024-Hatfield-C920002944	205.28	0.00
BGLE-2024-02-00-17	20.62	PTS-2024-Haverford-C920002945	289.61	0.00
BGLE-2024-02-00-18	20.62	PTS-2024-Hermitage-C920002962	129.47	0.00
BGLE-2024-02-00-19	20.62	PTS-2024-Hopewell-C920002935	136.85	0.00
BGLE-2024-02-00-20	20.62	PTS-2024-Indiana-C920001903	41.82	0.00
BGLE-2024-02-00-21	20.62	PTS-2024-Jersey Shore-C920002988	150.16	0.00
BGLE-2024-02-00-22	20.62	PTS-2024-Lackawanna-C920003006	726.07	0.00
BGLE-2024-02-00-23	20.62	PTS-2024-Latrobe-C920002925	174.87	0.00
BGLE-2024-02-00-24	20.62	PTS-2024-Lebanon-C920002955	226.18	0.00
BGLE-2024-02-00-25	20.62	PTS-2024-Lehigh-C920002965	102.59	0.00
BGLE-2024-02-00-26	20.62	PTS-2024-LowerMerion-C920001917	296.51	0.00
BGLE-2024-02-00-27	20.62	PTS-2024-Lower Paxton-C920002961	566.31	0.00
BGLE-2024-02-00-28	20.62	PTS-2024-Lower Saucon-C920002968	24.71	0.00
BGLE-2024-02-00-29	20.62	PTS-2024-Luzerne-C920002976	682.35	0.00



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
BGLE-2024-02-00-30	20.62	PTS-2024-Mifflin-C920002960	41.82	0.00
BGLE-2024-02-00-31	20.62	PTS-2024-MontgomeryTownship-C920002917	142.55	0.00
BGLE-2024-02-00-32	20.62	PTS-2024-MoonTownship-C920002936	159.66	0.00
BGLE-2024-02-00-33	20.62	PTS-2024-Mt. Lebanon Twp-C920001895	218.58	199.81
BGLE-2024-02-00-34	20.62	PTS-2024-Northumberland-C920001898	1,914.02	0.00
BGLE-2024-02-00-35	20.62	PTS-2024-Peters Township-C920002971	117.84	0.00
BGLE-2024-02-00-36	20.62	PTS-2024-Philadelphia-C920001896	11,436.54	0.00
BGLE-2024-02-00-37	20.62	PTS-2024-Pittsburgh-C920002927	676.95	0.00
BGLE-2024-02-00-38	20.62	PTS-2024-Plum-C920002939	260.35	0.00
BGLE-2024-02-00-39	20.62	PTS-2024-Pottstown-C920001914	294.61	294.61
BGLE-2024-02-00-40	20.62	PTS-2024-Sandy Township-C920003100	55.12	0.00
BGLE-2024-02-00-41	20.62	PTS-2024-S Whitehall-C920003005	1,189.84	0.00
BGLE-2024-02-00-42	20.62	PTS-2024-Towanda Boro-C920002982	36.11	0.00
BGLE-2024-02-00-43	20.62	PTS-2024-Upland-C920002958	475.18	0.00
BGLE-2024-02-00-44	20.62	PTS-2024-Upper Darby-C920002926	598.43	0.00
BGLE-2024-02-00-45	20.62	PTS-2024-Venango-C920001893	58.92	0.00
BGLE-2024-02-00-46	20.62	PTS-2024-Washington Township (Franklin County)	189.69	0.00
BGLE-2024-02-00-47	20.62	PTS-2024-Washington Township (Westmoreland)	87.43	0.00
BGLE-2024-02-00-48	20.62	PTS-2024-West Deer Twp-C920001904	159.66	0.00
BGLE-2024-02-00-49	20.62	PTS-2024-West Norriton-C920002985	505.59	0.00
BGLE-2024-02-00-50	20.62	PTS-2024-York-C920001832	1,941.78	0.00
BGPE-2024-03-00-00	20.62	VRU Safety Education	241,946.38	164,230.89
		Subtotal CFDA #20.616 (\$405g)	342,833.27	175,116.49
TOTAL NHTSA			30,518,599.34	23,778,171.26

