

Behavioral Traffic Safety Unit

ANNUAL HIGHWAY SAFETY REPORT

January 2026



Pennsylvania
Department of Transportation

Pennsylvania Annual Highway Safety Report

FEDERAL FISCAL YEAR 2025

prepared for
National Highway Traffic Safety Administration

prepared by
Pennsylvania Department of Transportation

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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
CMS	Changeable Message Signs
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) 2025 (October 1, 2024, through September 30, 2025) 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 2025, 18 targets were identified. The Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2024 data:

- Four targets were met.
- 14 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 2024 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 that 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 use 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 that 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.
- Use of materials/programs/projects that 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.
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 actively participating in the process.



The SHSP identified three priority emphasis areas that 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

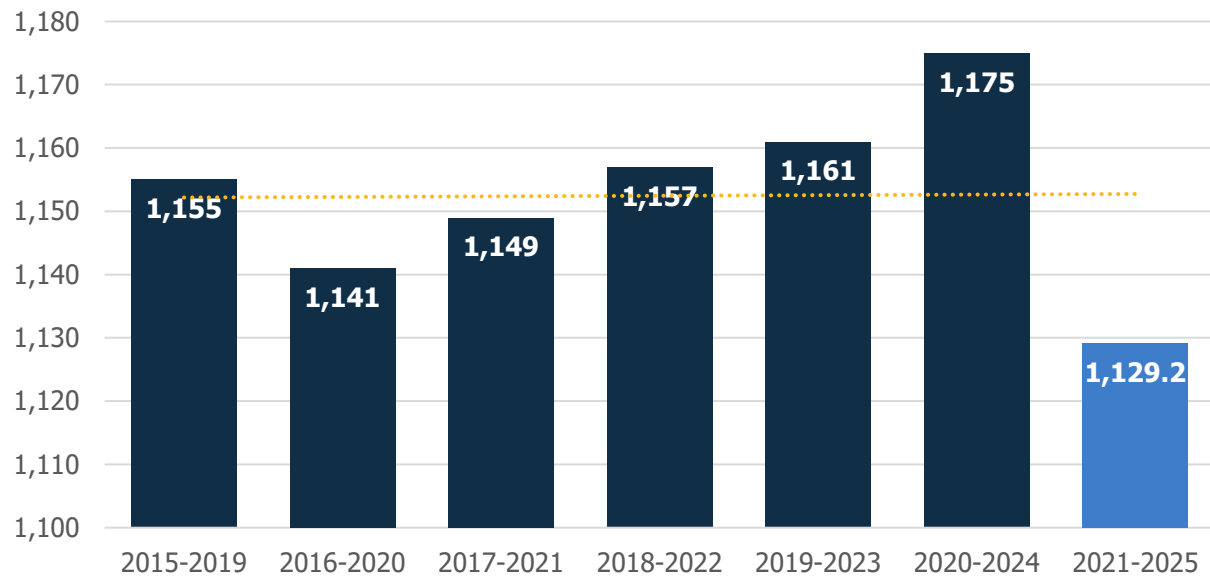
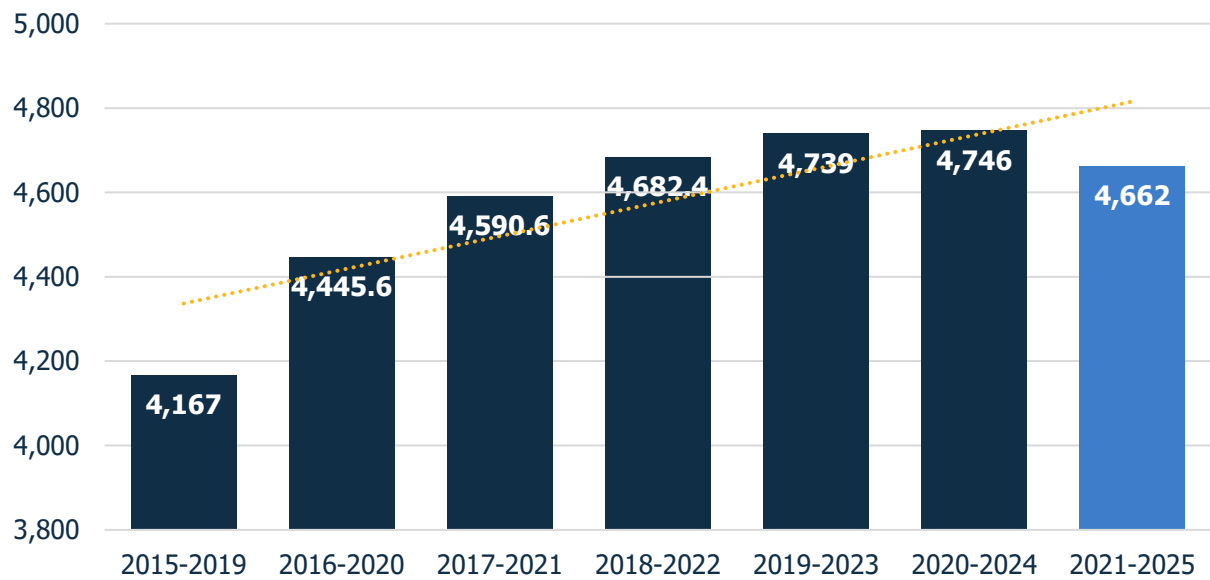
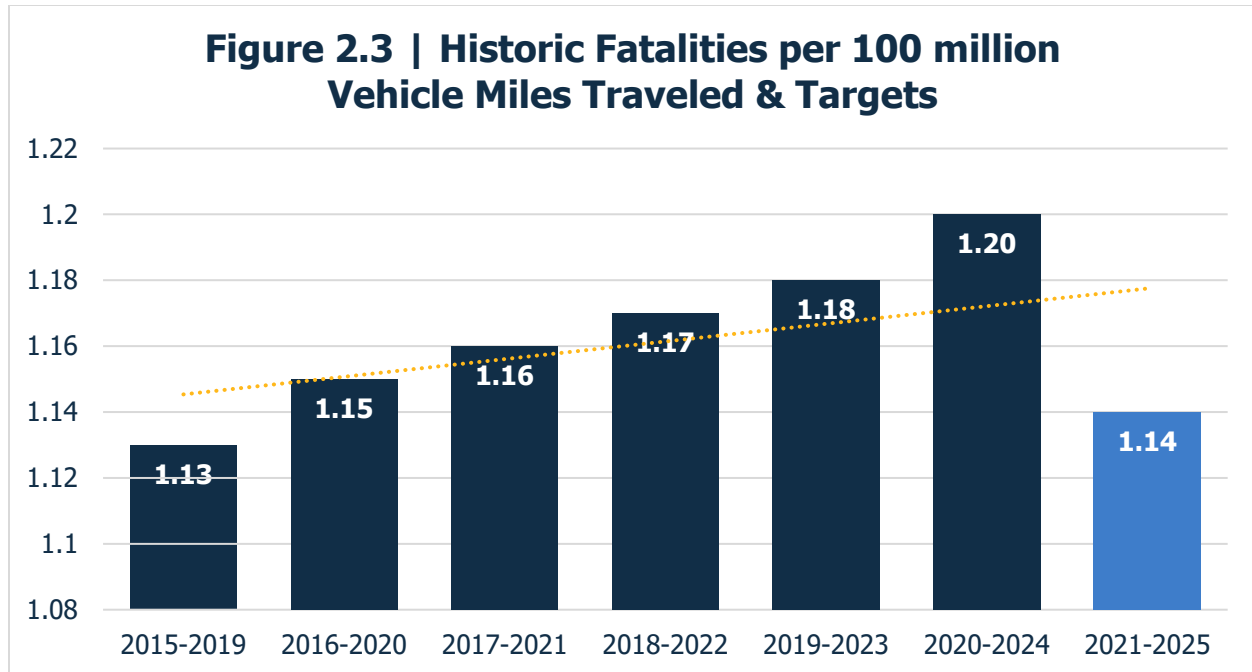


Figure 2.2 | Historic Serious Injuries & Targets





ACCOMPLISHMENTS

Community Engagement

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 high-risk populations in their communities. More than \$360,000 was used for these efforts. These projects were able to provide translated highway safety materials, car seats, bike helmets, traffic safety gardens, 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 33.

Fall Communications Workshop

The FFY 2025 Fall Communications Workshop was held October 17-18, 2024, in Scranton, 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. Since then, these additional partners have been invited back each year. There were more than 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 Pennsylvania Department of Education, PA Traffic Injury Prevention Project, Pennsylvania State Police, and PennDOT's Bureau of Driver Licensing also attended. The event featured presentations such as "Social Norming Campaigns: Empowering Behavior Modification," "Successful Outreach Projects from Around the State," and an interactive group activity challenging regional partners to map their path to helping Pennsylvania reach less than 1,000 annual fatalities.

Governors Highway Safety Association

The Governors Highway Safety Association (GHSA) is a national leader in advancing safer streets through leadership and advocacy. Pennsylvania proudly served as the host state for the GHSA 2025 Annual Meeting, held August 23–27, welcoming more than 800 traffic safety partners from across the nation to collaborate, exchange knowledge, and advance traffic safety initiatives. Hosting the meeting in Pittsburgh provided a unique opportunity for hundreds of Pennsylvania-based traffic safety professionals to participate and engage with national partners. The successful execution of the five-day event was made possible by the support of approximately 50 Pennsylvania volunteers from across the state's traffic safety network, who collectively contributed more than 200 hours assisting GHSA staff with planning, coordination, and on-site operations. This accomplishment underscored Pennsylvania's leadership, collaboration, and ongoing commitment to improving traffic safety nationwide.

New Police Traffic Service Grant Partners

In FFY 2025, seventeen municipal police departments joined one of the existing Police Traffic Service (PTS) Task Forces as a new member agency. There are now more than 800 departments listed as participating under this initiative. Adding new departments helps increase the overall coverage area of the program and brings the benefit of extra traffic enforcement to new communities. The extra traffic enforcement will help to deter dangerous driving behaviors in areas not previously reached by grant funding.



PA Motorcycle Safety Program

PennDOT offers motorcycle safety training across Pennsylvania through Third-Party Motorcycle Training Providers for individuals interested in completing a safety course. These classes are provided at no cost to Pennsylvania Class M permit holders and licensed motorcyclists.

Successful completion of a Pennsylvania Motorcycle Safety Program (PAMSP) Basic or Intermediate course waives the requirement to take a skills test at a PennDOT Driver License Center and automatically upgrades a permit to a motorcycle license. Permit holders who complete the 3-Wheel Basic course will earn a motorcycle license with a restriction prohibiting the operation of a two-wheel motorcycle.

In 2025, Pennsylvania celebrates a milestone—40 years of offering the PAMSP, a program dedicated to improving rider safety and reducing motorcycle-related crashes statewide.

Section 3817 Annual Report

PennDOT recently updated and added the Section 3817 Annual Report to the PennDOT webpage. This yearly report provides a county-by-county snapshot on DUI arrest, conviction, and treatment information. The report is a collaborative effort between PennDOT, the Administrative Office of Pennsylvania Courts, and the Pennsylvania Commission on Sentencing. While this report was always available to the public, its placement on the PennDOT website makes it much easier to locate. View the reports online at pa.gov/dotsafety.

FFY 2025 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, 2025 data was unavailable at the time of publication.



Table 2.1 | Progress in Meeting NHTSA Performance Measures Identified in the FFY 2024-2026 HSP

Performance Measure:	Target Period:	Target Value:	Data Source/FFY 25 Progress Results:	On Track to Meet FFY 25 Benchmark:
	Five-year (2021-2025)	1,129.2	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is showing 1,141.1 on the revised trendline.	NO: Continued focus will be placed on areas with concerning data trends, including distracted driving and young drivers.
C-2) Number of serious injuries in traffic crashes	Five-year (2021-2025)	4,662	Currently available state crash data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 4,785.	NO: Continued focus will be placed on areas with concerning data trends, including distracted driving and young drivers.
	Five-year (2021-2025)	1.14	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 1.17.	NO: Continued focus will be placed on areas with concerning data trends, including distracted driving and young drivers.
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	Five-year (2021-2025)	322	Currently available FARS data indicates we are expected to meet this previously established target. The 2025 data point is showing 321.8 on the revised trendline.	YES: Paid media messaging, sustained enforcement, and young driver educational efforts have helped to meet this target.
	Five-year (2021-2025)	168.4	Currently available state crash data indicates we are expected to meet this previously established target. The 2025 data point is showing 167.5 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 (2021-2025)	428.9	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is showing 434.3 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.



Performance Measure:	Target Period:	Target Value:	Data Source/FFY 25 Progress Results:	On Track to Meet FFY 25 Benchmark:
C-7) Number of motorcyclist fatalities	Five-year (2021-2025)	212	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 222.	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 (2021-2025)	100	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 108.	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 (2021-2025)	107.5	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is showing 112.6 on the revised trendline.	NO: Despite not meeting this target, the 2024 result was the lowest yearly value since 2018. PA will continue to use tools and approaches that reach young drivers.
C-10) Number of pedestrian fatalities	Five-year (2021-2025)	176.8	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 180.	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 (2021-2025)	15	Currently available FARS data indicates we are not expected to meet this previously established target. The 2025 data point is projected to be 20.	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 (2025)	90.2%	The 2025 NHTSA certified state survey rate of 88.7% 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 (2021-2025)	4,008	Currently available state crash data indicates we are expected to meet this previously established target. The 2025 data point is showing 3,858.6 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.



Performance Measure:	Target Period:	Target Value:	Data Source/FFY 25 Progress Results:	On Track to Meet FFY 25 Benchmark:
Distracted Driving Fatalities	Five-year (2021-2025)	58.4	Currently available state crash data indicates we are not expected to meet this previously established target. The 2025 data point is showing 59.1 on the revised trendline.	NO: Distracted driving is a main focal point of our young driver educational programs. Pennsylvania recently passed a hands-free cell phone law, and we are expecting to see positive results in the coming years.
Completeness	Annual (2025)	0.08	Currently available missing values reports indicate we are not on track to meet this previously established target as the current missing values average is 0.13 values per report.	NO: Please refer to the Traffic Records section of this report for a description of efforts addressing this target.
Accuracy	Annual (2025)	0.32	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 0.36.	NO: Please refer to the Traffic Records section of this report for a description of efforts addressing this unmet target.
Timeliness	Annual (2025)	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 14.4.	NO: Please refer to the Traffic Records section of this report for a description of efforts addressing this unmet target.
Shoulder-related crashes	Five-year (2021-2025)	103.8	Currently available state crash data indicates we are expected to meet this previously established target. The 2025 data point is showing 101.6 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 2023	FFY 2024	FFY 2025
Speeding citations	49,747	46,809	45,788
Seat belt citations	7,701	6,402	7,576
DUI arrests	4,442	4,305	2,960

Source: dotGrants/eGrants reports and grantee quarterly reporting

FFY 2025 Evidence-Based Enforcement Program

Evidence-based traffic 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 to the overall crash problem within each safety focus area. For example, over the period of 2020 to 2024, the City of Philadelphia accounted for almost 7% of all impaired driving crashes. 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, phone calls, and periodic site visits. 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 2025 Programs supported evidence-based enforcement practices:

1. PT 2025-04-00-00: Municipal Police Traffic Services Enforcement Program
2. M5HVE 2025-02-00-00: Municipal Police Traffic Services Enforcement Program
3. BGLE 2025-02-00-00: Municipal Police Traffic Services Enforcement Program
4. PT 2025-01-00-00: PA State Police Tasks 3 and 5
5. M2HVE 2025-01-00-00: PA State Police Task 4
6. M5HVE 2025-01-00-00: PA State Police Task 1
7. FHLE 2025-01-00-00: PA State Police Task 6
8. BGLE-2025-01-00-00: PA State Police Task 6

Projects awarded under these program areas were provided \$17,263,963.94 in total grant funding. This represented roughly 53.3% of the total federal commitments during FFY 2025. Of these commitments, there were \$14,988,218.44 in expenditures during the reporting period, representing an 86.8% 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 2025 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
CIOT - Teen Mobilization	10/7-10/19	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws



Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
Impaired Driving Campaign - Halloween	10/11-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Pedestrian Enforcement Wave 1	10/14-10/18	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	10/21-11/10	300	Yes	Earned Media Theme: Move Over Law, school bus safety, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/11-12/01	350	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/20-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/6-2/10	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/7-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/17 - 4/27	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	4/28-5/11	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, crossing in crosswalks



Major Campaigns	Dates	Estimated Local Police Participation	Estimated State Police Participation	Comments
CIOT - National Enforcement Mobilization	5/12-6/1	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign – Fourth of July	6/16-7/6	350	Yes	Earned Media Theme: Summer recreation (boating, motorcycles, barbecues, picnics), designated drivers (public transportation/ride sharing)
Aggressive Driving Wave 3	7/7-8/17	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	8/13 - 9/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT - Child Passenger Safety Campaign	9/7-9/20	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Impaired Driving - Fat Tuesday	3/4	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 based upon analysis of local data.
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 arrests and speeding citations decreased in FFY 2025, while seat belt citations increased. Despite decreases in DUI arrests and speeding citations, Pennsylvania saw a 60% increase in municipal police overtime contacts when compared to FFY 2024. This increase is attributed to a 56% increase in municipal overtime enforcement hours. It's worth noting that only a few PTS grants were approved at the immediate start of FFY 2024, and these grantees were permitted to carry forward unspent FFY 2024 funds into FFY 2025 to enhance enforcement efforts. Every PTS grant was fully approved for the entirety of FFY 2025.

Pennsylvania's ability to meet its fatality reduction goals is directly tied to the successes of the evidence-based enforcement program. We are encouraged by the increased participation from law enforcement.

Law Enforcement Community Collaboration Efforts and Data Collection

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 2025. Four Police Traffic Service grantees received additional grant funding to assist in the planning and execution of these community events. The grants helped fund refreshments for attendees and promotion of the event. PennDOT Highway Safety Office staff and the local Community Traffic Safety Project coordinators were present to assist in the open conversation and distribute traffic safety information. Pennsylvania's new hands-free law was a popular topic of conversation. Each event was held in a public location where pedestrian traffic was expected. While only four events took place this year, it is expected that this initiative will grow in FFY 2026 and beyond.



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.

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 2025 National Mobilization Participation

Table 2.2 provides information for all high-visibility enforcement campaigns supported during FFY 2025. Please note the following additional details for the national mobilizations:

1. Holiday Season Impaired Driving Campaign (November 20, 2024 – January 1, 2025)
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 245
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 894 roving patrols, 22 sobriety checkpoints, and 10 mobile awareness patrols. The enforcement period ran from the week before Thanksgiving through New Year's Day.
 - c. Citation Information
 - i. Speeding citations: 678
 - ii. Impaired driving citations: 322
 - iii. Occupant protection citations: 136
 - 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 12 – June 1, 2025)
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 322
 - 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: 2,519
 - ii. Impaired driving citations: 70



- iii. Occupant protection citations: 1,919
 - 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 13 – September 1, 2025)
 - a. Participating and Reporting Agencies
 - i. Pennsylvania State Police troops: 16
 - ii. Municipal law enforcement agencies: 167
 - b. Enforcement Activity
 - i. The following enforcement activity was conducted: 867 roving patrols, 30 sobriety checkpoints, and 8 mobile awareness patrols.
 - c. Citation Information
 - i. Speeding citations: 566
 - ii. Impaired driving citations: 188
 - iii. Occupant protection citations: 84
 - 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 that 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 2025. Assessment of these countermeasures will be limited to avoid speculation.





3. PA Highway Safety Program

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 more than 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 allocation formula for CTSP funding is based on the number of Class C licensed drivers and reportable crashes. These categories are carefully weighted to minimize short-term fluctuations in crash data and to promote long-term planning.

Only county governments are eligible applicants for CTSP grants, which strengthens local ownership and support for projects implemented within their communities. Each sponsoring agency must also secure letters of support from counties in their coverage area that wish to participate in the program. This requirement ensures that all counties within a CTSP's jurisdiction have an active voice in project implementation, fostering collaboration and accountability across the region.

In FFY 2024, the HSO offered additional funding for these projects to identify and address persistent poverty areas, high-risk populated areas, and overrepresented



populated areas over the next three federal fiscal years (FFY 2024-2026). Projects were invited to apply to receive part of \$500,000 each year that was made available to help identify these 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, and other data from various sources. Data included in agreements identifies safety problems, high risk populations, persistent poverty areas, overrepresented 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-2025-01-24-00 Federal; CP-2025-01-25-00 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 10 roundtables across the state.

Summary

CTSPs completed a variety of programs and outreach efforts across Pennsylvania in FFY 2025. 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 high risk and persistent poverty 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 those 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 2025, it was determined that funding traditionally made available through our CTSP grant program did not adequately cover the unique needs of some overrepresented groups. Beginning in FFY 2023, PennDOT made an additional \$220,000 in statewide funding available to CTSPs. This funding was offered in addition to the amount historically allocated based on crash data alone.

This 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 concerns 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 to support a wide range of projects. It covered the translation and printing of traffic safety publications, as well as the purchase of car seats and booster seats for distribution in low-income neighborhoods. Funding also supported the purchase of traffic safety children's books and highway safety training for educators, teachers, and community organizers to incorporate into lesson plans and presentations. Driver's education was expanded through the use of a driving simulator in neighborhoods and school districts without access to traditional programs. The funding further enabled the development of a peer-to-peer outreach initiative and the creation of a traffic safety garden. Finally, it supported the implementation of the Vision Zero Ambassador Program in 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 persistent poverty communities and overrepresented populations.



Beginning in FFY 2024, CTSP coordinators are required to host at least one roundtable meeting per year. Making connections in high-risk 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 2025, the HSO attended 10 roundtable meetings.

Working with the CTSP coordinator, the HSO ensured meetings were hosted in municipalities with communities who may benefit from increased behavioral highway safety programming or funding.

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.

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. 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, and representatives from the Plain Community. 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. PennDOT will also begin to more heavily promote aggressive driving education through our CTSP network.
- 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.

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. Out of ten Vision Zero Ambassadors in 2025, one resides in the 19140-ZIP code and four others reside in nearby ZIP codes (19144, 19122, 19149, and 19125). 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 an Achieving Reunification Center of Philadelphia job fair, a community baby shower, Hustle N' Ride bicycle coalition event, community resource fair at Edward T. Steel School, Philadelphia Department of Public Health North Philadelphia Resource Hub 3rd Annual Spring Fair for seniors and caregivers, the Nicetown Community Development Corporation's 23rd annual community giveback, Hunting Park Community Fun and Fitness Day, a back-to-school resource fair, and the Zion Baptist Church Community Day.



In 2025, ten ambassadors reached more than 3,000 people at 68 events. Philadelphia continues to grow the program and increased the number of ambassadors from nine to 10 in FFY 2025. The goal is to have 10 ambassadors again in 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. In FFY 2024, PennDOT applied this input to the Highway Safety Plan and allowed for the use of Section 402 funds (Police Traffic Safety grants) to support the implementation of “Coffee with the Chief” events. More information on this initiative in FFY 2025 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 2025, representatives from the HSO attended 10 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.





DISTRACTED DRIVING

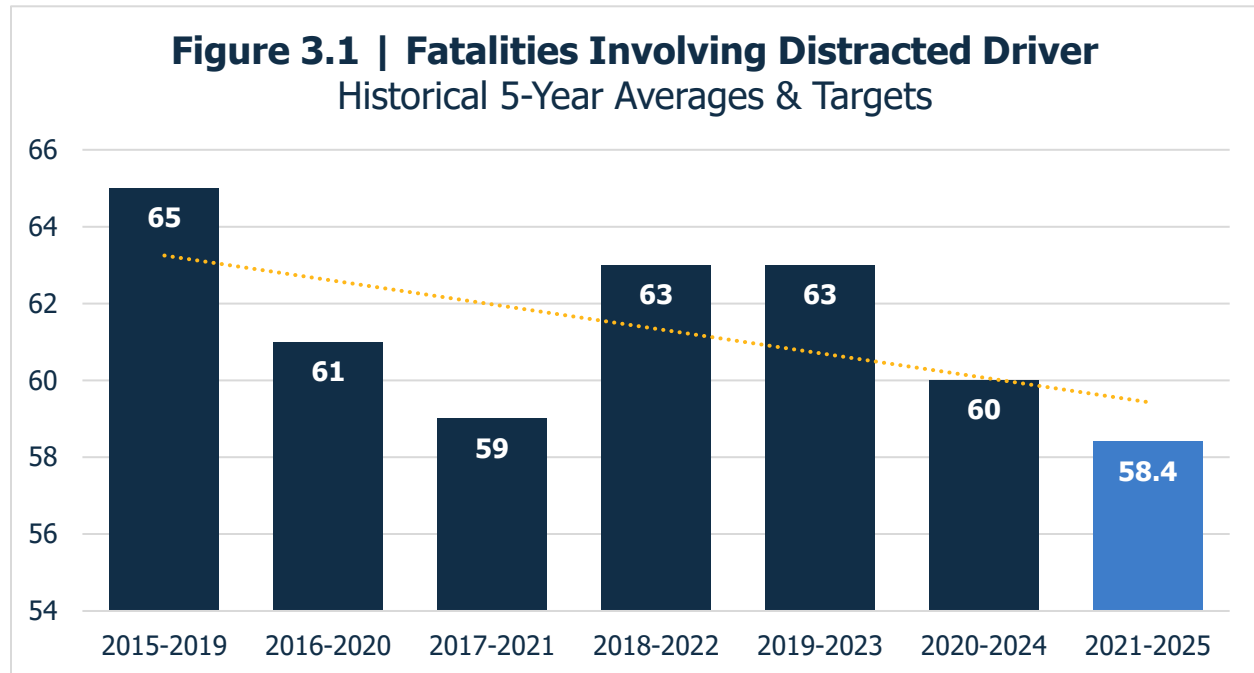
Another significant issue on Pennsylvania's roadways is distracted driving, defined as any action that diverts a motorist's attention from driving, takes their eyes off the road, or removes their hands from the wheel. In 2024, Pennsylvania recorded 49 fatalities and 336 suspected serious injury crashes involving distracted drivers. The total number of reported distracted driving crashes reached 9,950.

The actual number is likely higher, as many crashes go unreported when the investigating officer cannot determine distraction as the cause. Cell phone use is a major contributing factor, as it dangerously compromises the brain activity needed to focus on driving. Beyond texting and phone use, other distractions include drowsy driving, eating or drinking, talking with passengers, grooming, reading navigation systems or maps, watching videos, and adjusting radios, music players, or climate controls.

According to [NHTSA's Traffic Safety Facts: Distracted Driving 2020 \(published May 2022\)](#), 7% of drivers aged 15–20 involved in fatal crashes in 2020 were reported as distracted. This age group represents the largest proportion of drivers distracted at the time of a fatal crash, underscoring the heightened risk among young motorists.



Performance Target



Performance Target Unmet

After finalizing the 2024 crash data, Pennsylvania did not meet the 2021-2025 performance target for this measure. The target for distracted driving fatalities was 58.4, and the result was 59.1. Our efforts aimed at reducing distracted driving fatalities relies on outreach and paid media as described in the section below. It is also hoped the new hands-free cell phone law (Paul Miller's Law) will make a positive impact moving forward. Beginning June 6, 2026, law enforcement can issue citations for cell phone use while driving in Pennsylvania.

Countermeasures (Programs and Projects) and Results

Distracted Driving Observational Survey (B8A*DD-2025-01-24-00 Federal; B8A*DD-2025-01-25-00)

The purpose of these grant funds is to support a statewide observational survey of distracted driving among Pennsylvania motorists. The survey will collect data on the number of drivers observed holding or using a cell phone at selected sites across the state.



The results will provide critical data to better understand distracted driving behaviors related to cell phone use. These findings will help identify areas where cell phone use while driving poses a significant safety concern.

At the conclusion of the survey, PennDOT will receive a comprehensive analysis of the data. This report will assist the Highway Safety Office in identifying effective countermeasures to address distracted driving, which may include targeted educational initiatives and enhanced law enforcement deployment.

RESULTS

- Distracted Driving Observational Survey was conducted at 100 sites statewide.
- A final report detailing observed rates across the state and countermeasure suggestions.

Distracted Driving Outreach Program (B8APE-2025-01-24-00 Federal; B8APE-2025-01-25-00)

The Distracted Driving Outreach Program aims to provide education and outreach designed to change driving behaviors and reduce traffic-related injuries and fatalities. Activities may include raising public awareness, offering educational programming and training in schools, and engaging communities on the dangers of distracted driving and awareness of distracted driving laws.

A particular emphasis will be placed on teen drivers, with targeted initiatives such as school-based programs and distribution of educational materials. By focusing on this high-risk population, the program seeks to instill safe driving habits early and build long-term awareness of the dangers of distraction behind the wheel.

RESULTS

- PennDOT did not receive any applicants for this opportunity in FFY 2025. However, the Highway Safety Office is currently in discussions with a nonprofit organization that has expressed interest in pursuing the opportunity for FFY 2026.



Distracted Driving Communications and Outreach (B8APE-2025-01-24-00 Federal; B8APE-2025-01-24-99 Federal)

Paul Miller’s Law, which prohibits the use of hand-held devices while driving, was signed into Pennsylvania law in June 2024, and effective 12 months later. The law was named for Paul Miller, Jr. who was killed in 2010 when a distracted driver crossed a center grass divider and traveled head-on into his car. With the lag time between the signing of the bill and the effectiveness of the law, it was imperative that PennDOT effectively communicate about Pennsylvania’s new hands-free law with all motorists.

In May 2025, PennDOT hosted a [media event](#) in partnership with the Pennsylvania State Police, PA Turnpike Commission, PA Insurance Department, State Senator Rosemary Brown, and national advocate Eileen Miller—Paul Miller’s mother. Both Senator Brown and Ms. Miller were instrumental in securing the passage of the law. During the event, the safety partners urged drivers to make safe choices behind the wheel through a demonstration of the dangers of distracted driving with the use of a driving simulator. Media in attendance were later invited to use the simulator to safely experience the potential consequences of texting while driving. Multiple news outlets local to Harrisburg, PA sent reporters to cover the event. Photos and video from the event were also shared with media across the state. The event generated more than 24 news stories.

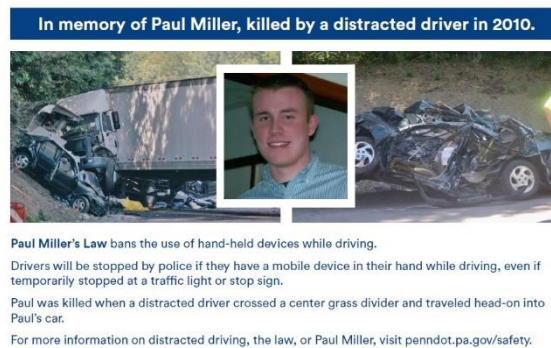


Additionally, approximately 400 changeable message signs across the state featured a distracted driving message the last week of May, in support of the May 27 media event, and just prior to the effective date of the new law.



In addition to the media event, the new law was the topic of many social media posts throughout the year, including during Pennsylvania’s Highway Safety Law Awareness Week. Scheduled in February 2025, the week focused on the dangers of distracted driving and the related laws, including Paul Miller’s Law and [Paul Miller’s story](#). Between February and May, 81 news stories on Pennsylvania’s new hands-free law were generated through earned and owned media.

Also, PennDOT used state funding to create and distribute 20,000 palm cards to police for use in educating drivers about Paul Miller’s Law. The card was highly successful, and many safety partners printed additional copies.



Paid Media

In FFY 2025, PennDOT invested approximately \$540,000 in paid advertising to support traffic safety with anti-distracted driving safety messaging and support implementation of Paul Miller’s Law. This media buy ran May through July 2025. This time frame complemented national efforts to call attention to the dangers of distracted driving during Distracted Driving Awareness Month and led up to and through the new law’s effective date of June 5, 2025.

The media campaign educated all drivers about the new hands-free driving law in PA, with a focus on males, aged 18-44. Media coverage was statewide, but with heavier concentrations in high crash counties, including Pittsburgh, Philadelphia, Harrisburg,

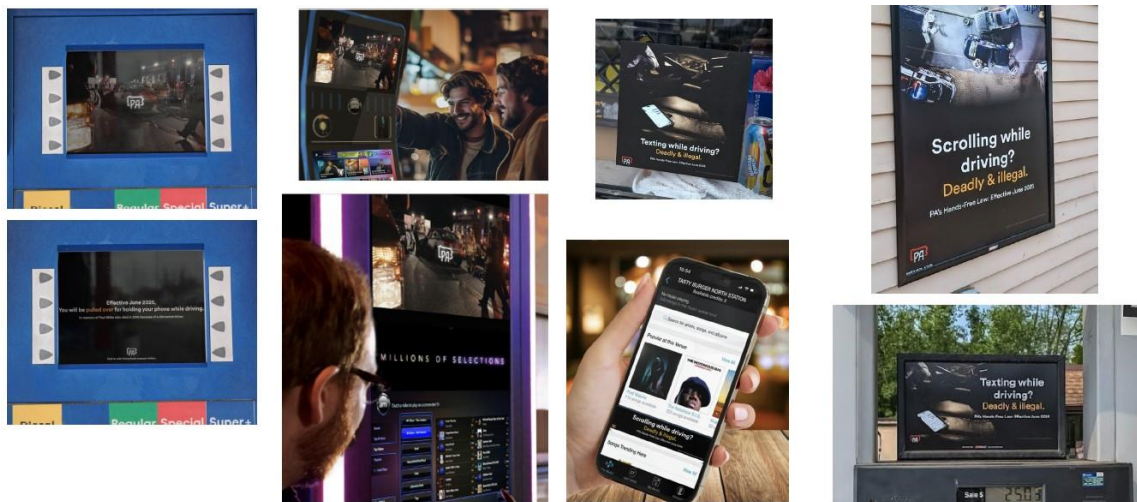
Allentown, and Scranton media markets. Target demographics for the campaign were informed by Pennsylvania crash data.

The media tactics included traditional, lifestyle, and digital media. Media partners included All Over Media, Gas Station TV, National Retail Solutions, AMI Jukebox, Meta, Snapchat, Basis, Google, and Q1 Media.

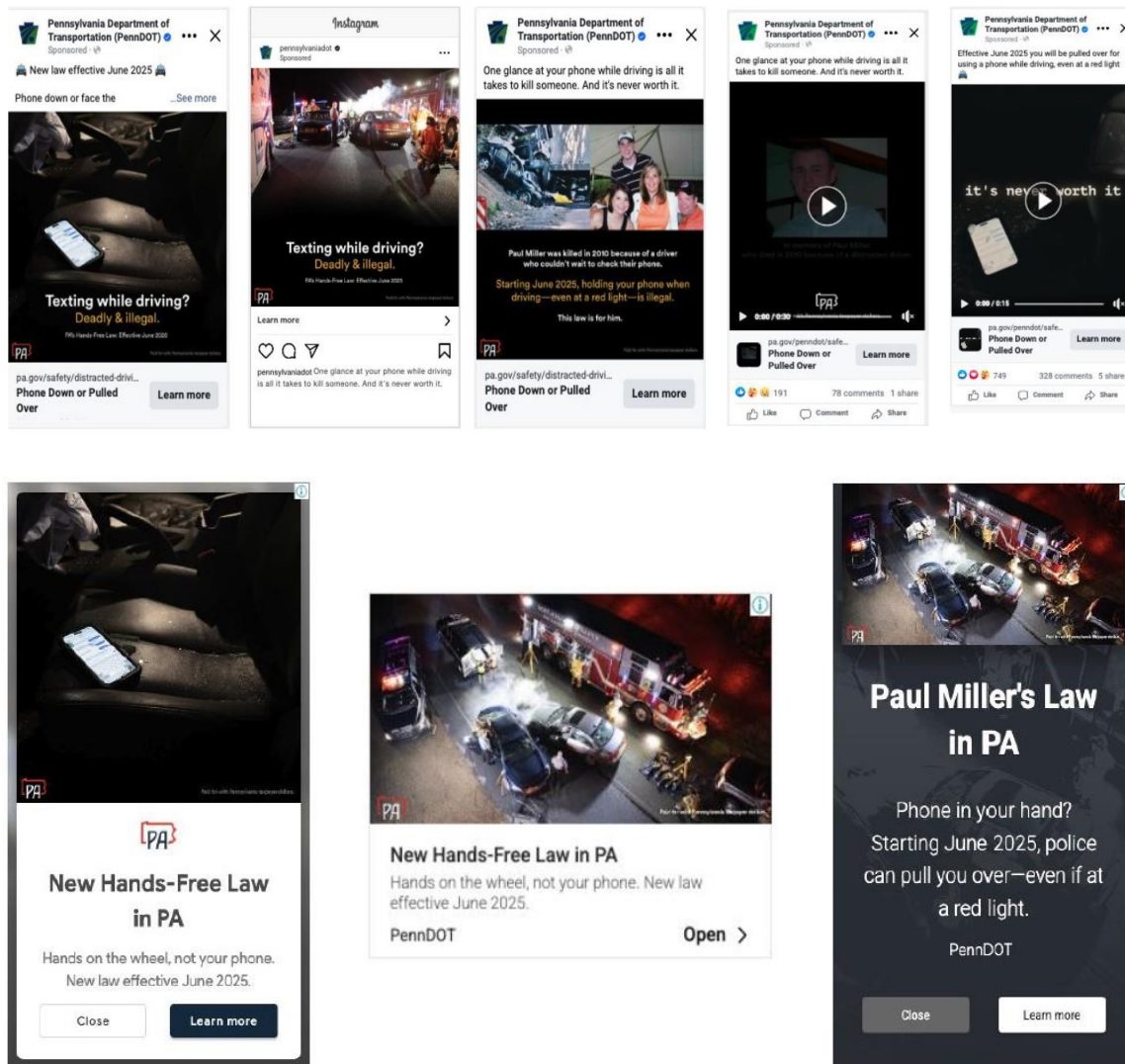
New media assets were created for this campaign and included both video and still assets:



Lifestyle & Point-of-Purchase Examples:



Digital Examples:



The campaign delivered 80.2 million impressions, more than 450,000 campaign-related ad clicks, nearly 415,000 landing page visits, a 1.36% click-through rate, and a cost-per-click 47% better than the average at \$.36. The campaign also generated nearly \$64,000 in added value.

As part of the paid media campaign, a [digital toolkit](#) was created and shared widely with PennDOT traffic safety partners by email and posted to PennDOT's online media resources available to organizations for use in sharing traffic safety messaging. Around the time of implementation, 82 unique organizations posted to social media using one or more of the images shared in the toolkit.



Advanced Analytics

A pre- and post-survey measured awareness levels before and after the campaign. Survey findings showed there was an overall 10.6% increase in familiarity with the law after the campaign was implemented. Additionally, there was a 14% increase in recognition that it is illegal to hold a phone while driving and a 50% increase in awareness that the law applies at red lights.

Survey results showed that among those at least somewhat familiar with the law, nearly 75% said it has positively influenced their behavior, while 50% said they now avoid physically using their phone while driving. Among drivers who still use their phone occasionally while driving, more than 75% said they would cut down on the number of times they use their phone.

RESULTS

- A media event held on May 27, just ahead of the effective date of Paul Miller's Law generated more than 24 news stories.
- Approximately 400 changeable message signs across the state featured a distracted driving message the last week of May, in support of the May 27 media event, and just prior to the effective date of the new law.
- Between February and May, 81 news stories on Pennsylvania's new hands-free law were generated through earned and owned media.
- Using state funding, PennDOT distributed 20,000 palm cards to police for use in educating drivers about Paul Miller's Law.
- The FFY 2025 distracted driving paid media campaign delivered 80.2 million impressions, more than 450,000 campaign-related ad clicks, nearly 415,000 landing page visits, a 1.36% click-through rate, and a cost-per-click 47% better than the average at \$.36.
- A [digital toolkit](#) created as part of the paid media campaign and shared widely with PennDOT traffic safety partners was used by more than 80 organizations to share Paul Miller's Law messaging.
- A pre- and post-survey measuring awareness of the law before and after the FFY 2025 distracted driving paid media campaign showed there was an overall 10.6% increase in familiarity with the law after the campaign was implemented. Additionally, there was a 14% increase in recognition that it is illegal to hold a phone while driving and a 50% increase in awareness that the law applies at red lights.



Summary

Distracted driving is a growing concern in Pennsylvania and across the nation. To address this issue, Pennsylvania will use findings from the Distracted Driving Observational Survey final report, which will guide the Highway Safety Office in planning future countermeasures.

The commonwealth will continue conducting observational surveys to strengthen data analysis and better identify areas where distracted driving poses the greatest risk. Public awareness will also remain a priority through ongoing media campaigns that highlight the dangers of distracted driving and promote compliance with Paul Miller's Law.

In addition, Pennsylvania will sustain its Distracted Driving Educational Outreach grant opportunity, ensuring that communities have the resources to educate drivers and reduce this dangerous behavior statewide.





DRIVER & OFFICER SAFETY EDUCATION

Often an individual's first encounter with law enforcement is a traffic stop. Educating new and existing drivers on traffic stop procedures will enable safer and more productive encounters.

Countermeasures (Programs and Projects) and Results

Educational and Outreach Programs

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting safety efforts greatly increase the effectiveness and ability to change driver behavior. PennDOT, in collaboration with the Pennsylvania Departments of Health and Education, and the Pennsylvania State Police plans to develop an educational outreach campaign designed to raise awareness about safe traffic stops.

RESULTS

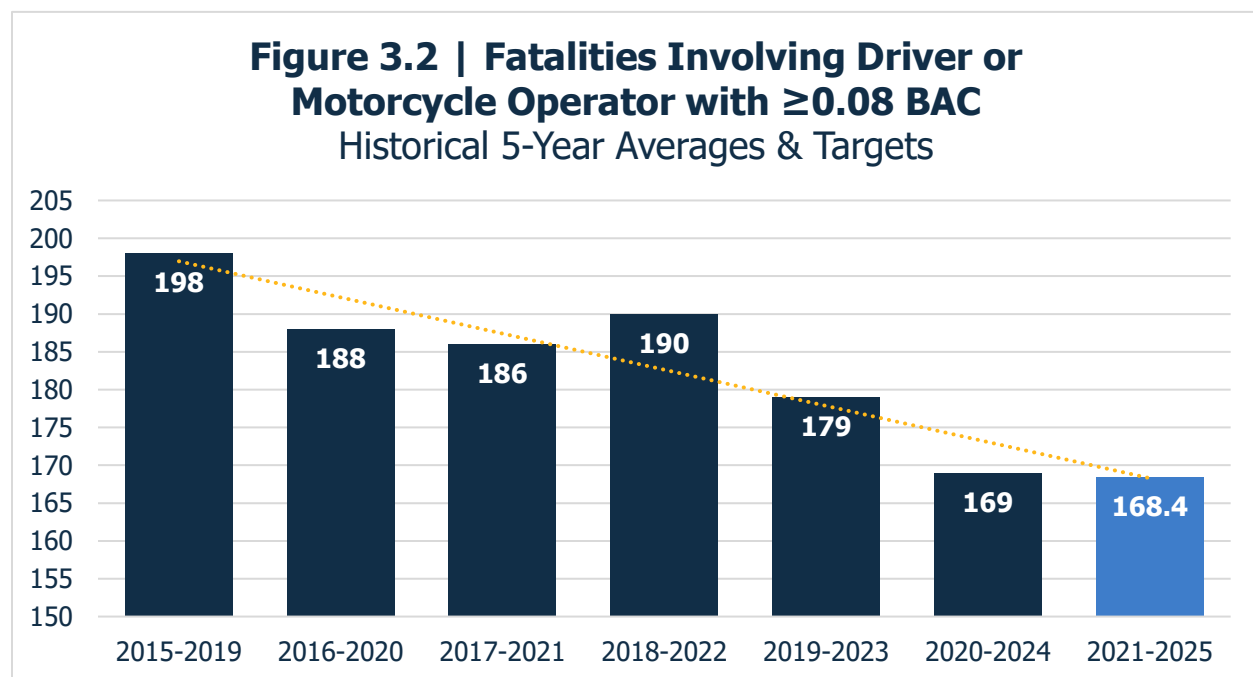
- This project was not executed in FFY 2025 and is now planned to start in FFY 2026.

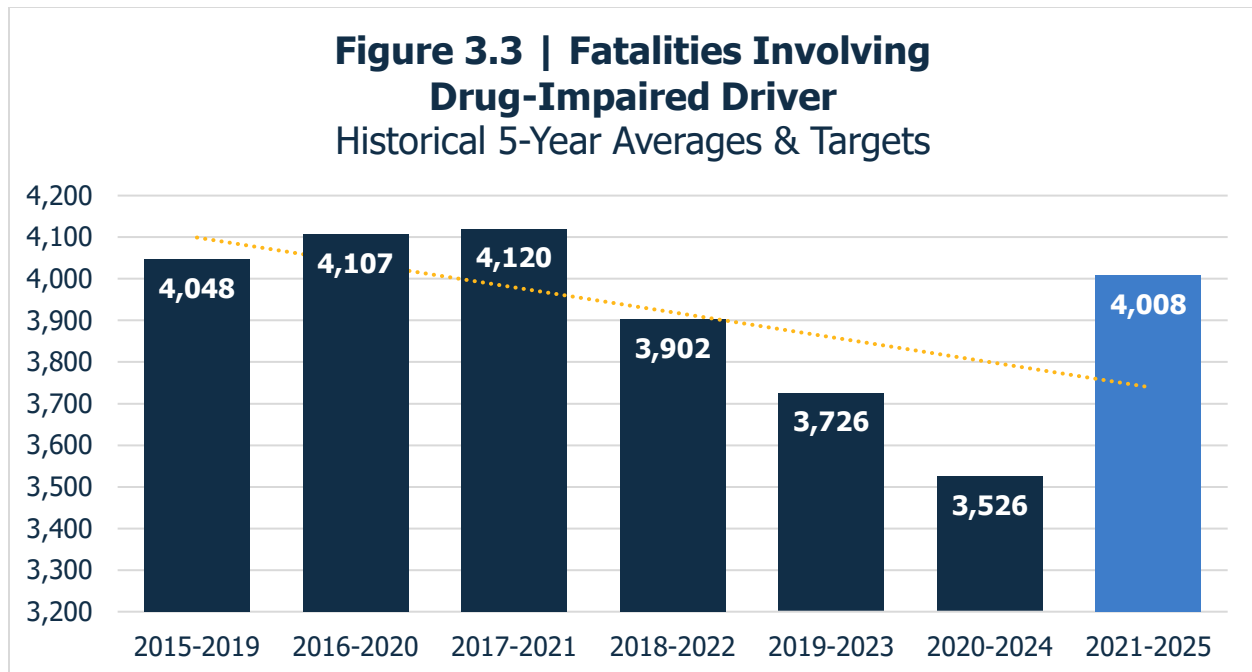


IMPAIRED DRIVING

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 2025.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$7.4 million in federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2025. 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-2025-01-24-00 Federal; M5HVE-2025-01-25-00 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 24,000 hours of sobriety checkpoints and roving DUI patrols during FFY 2025. This enforcement contacted more than 33,500 motorists resulting in 993 arrests for impaired driving. Part of PSP impaired driving enforcement includes 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 24,000 hours of sobriety checkpoints and roving DUI patrols.
- Contacted more than 33,500 motorists resulting in 993 arrests for impaired driving.

Pictured below, PennDOT partnered with PSP and other safety partners for a media event reminding Pennsylvanians to drive responsibly ahead of Labor Day weekend. This single event generated more than 10 news stories across the state. Local partners also hosted media and community events in their regions for the National Crackdown Impaired Driving Campaign.





The event included participation by both local and state Drug Recognition Experts (DRE).



Municipal DUI Enforcement Programs (M5HVE-2025-02-24-00 Federal; M5HVE-2025-02-25-00 Federal)

PennDOT offered 50 police traffic services grants, which involved more than 800 municipal police departments during FFY 2025. 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 target locations for impaired driving enforcement. DUI regional program administrators (DUI RPAs) helped to ensure police departments participated 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 more than 186,000 motorists contacted and more than 1,000 arrests for impaired driving.

RESULTS

- More than 4,000 impaired driving enforcement operations resulted in 186,132 motorists contacted and 1,023 arrests for impaired driving.

DUI Courts (B5CS-2025-01-24-00 Federal; B5CS-2025-01-25-00 Federal)

In 2024, there were 12,229 convictions for a second or subsequent DUI offense. Those convictions accounted for more than 60% of all DUI convictions in 2024. 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 2025, 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 among the graduates, consistent with these national studies.



RESULTS

- Funded no DUI courts during FFY 2025 as there were no new grant applicants. Pennsylvania has previously funded 15 courts through the grant. Our Judicial Outreach Liaison (JOL) continues to support the existing 15 courts and promotes the DUI Court grant opportunity to new counties where applicable.

Institute for Law Enforcement Education (M5TR-2025-01-24-00 Federal; M5TR-2025-01-25-00 Federal; PT-2025-03-24-00 Federal; PT-2025-03-25-00 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 190 trainings offered, more than 3,500 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 2025.

RESULTS

- More than 3,500 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-2025-02-24-00 Federal; B5CS 2025-02-25-00 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 800 instances of technical assistance were provided by the TSRP during FFY 2025. 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 2025.
- TSRP provided 830 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) (B5CS-2025-03-24-00 Federal; B5CS 2025-03-25-00 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 funding for one JOL in FFY 2025.

Statewide DUI Program Coordination (DUI RPAs) (M5TR-2025-02-24-00 Federal; M5TR-2025-02-25-00 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 2025, 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 2025, 31 ARIDE courses were conducted by the Pennsylvania DUI Association, training 407 law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 21st year of operation and certified 22 new officers as drug recognition experts in FFY 2025, which brings the total number of DREs in Pennsylvania to 253. During FFY 2025, DRE officers conducted 1,683 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 509 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.
- 31 ARIDE courses were conducted by the Pennsylvania DUI Association, training hundreds of law enforcement officers.



- Certified 22 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to 253.
- DRE officers conducted 1,683 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 176 Alcohol Highway Safety School instructors and 225 Court Reporting Network evaluators during FFY 2025.

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 2025, there were more than 14,600 Pennsylvania residents with an installed ignition interlock device, and more than 70,000 vehicle ignition starts were prevented by devices statewide. The Pennsylvania DUI Association 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 70,000 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 74% of the committed enforcement funds liquidated during FFY 2025. Law enforcement officers in Pennsylvania will continue to be trained in the detection and testing of drug-impaired drivers so the commonwealth can continue to achieve reductions in impaired driving.

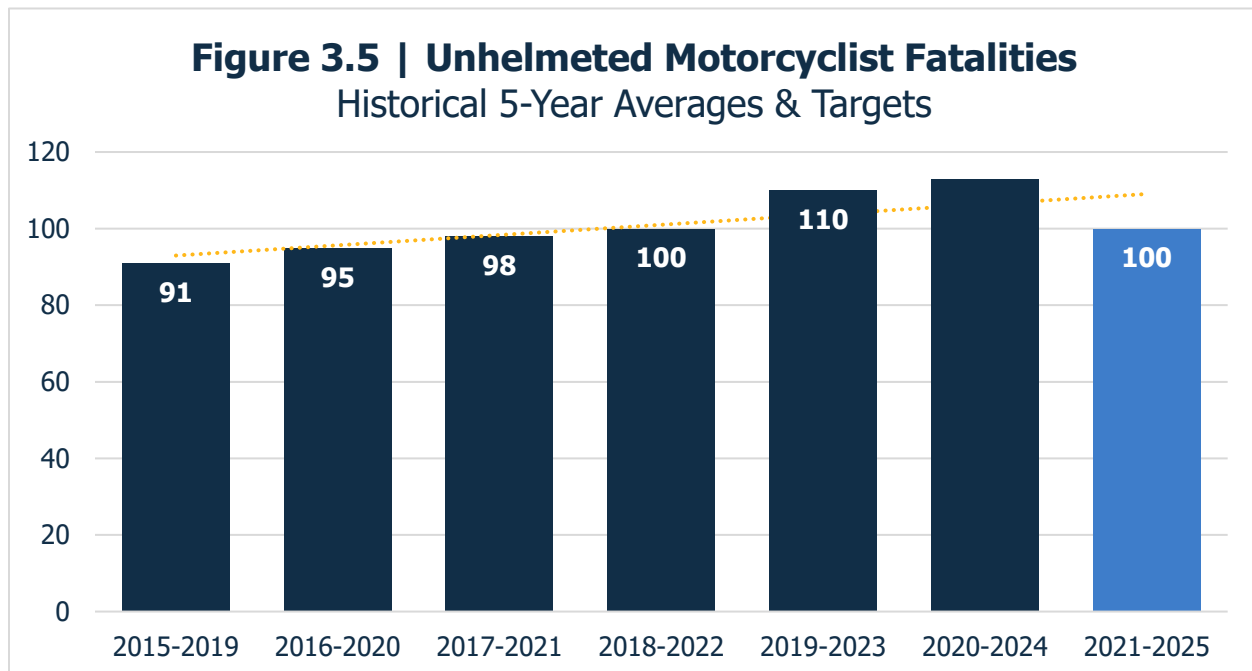
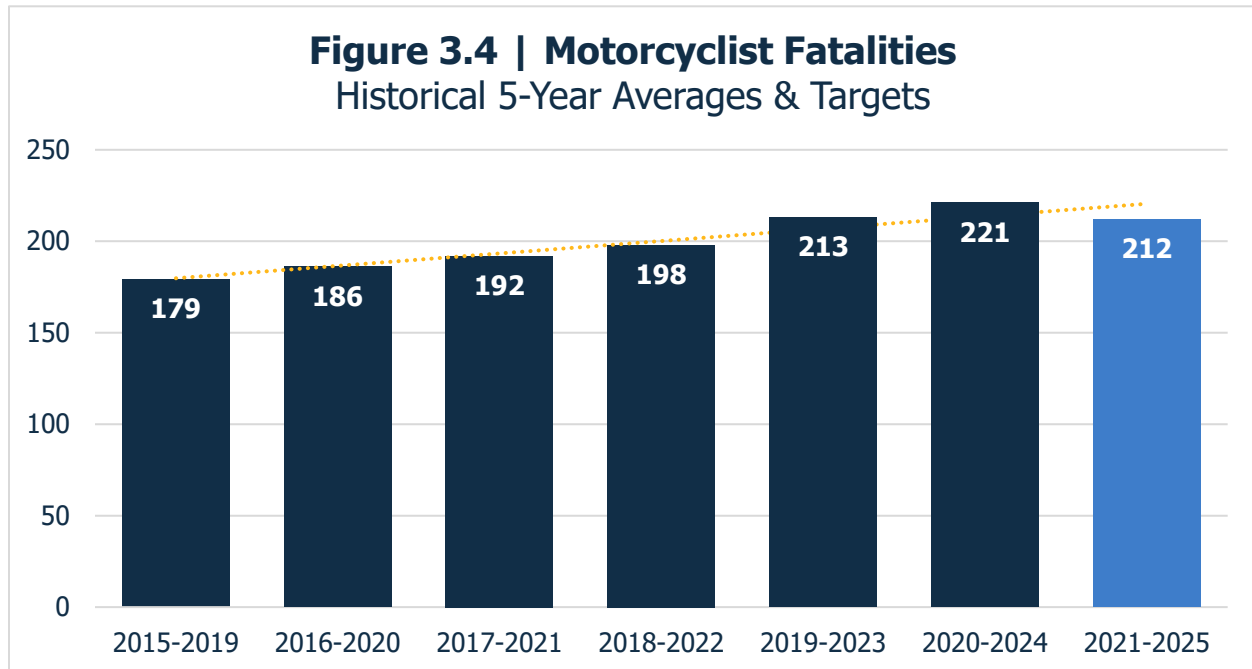




MOTORCYCLE SAFETY

Over the last decade, Pennsylvania has seen an 8.45% decrease in licensed motorcyclists, and a 12.61% 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 2024 crash data, Pennsylvania did not meet the 2021-2025 performance targets for these measures. The target for motorcyclist fatalities was 212,



and the result was 222. The target for unhelmeted motorcyclist fatalities was 100, and the result was 108. 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 2026, we will continue to promote motorcycle safety throughout the riding season, but with a heavier focus during motorcycle safety month in May. Awareness about riding at safe speeds and not riding impaired are paramount. Preliminary 2025 data is showing a reduction in motorcycle fatalities. This would be our second straight year with a yearly fatality reduction.

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 40th 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.

Selecting and retaining qualified PAMSP rider coaches is vital to the success of the program. Instructors are given the opportunity to attend a professional development workshop, which allows them to expand their training knowledge and learn lifesaving skills, including “Stop the Bleed” tourniquet training. In September, Pennsylvania hosted the State Motorcycle Safety Association (SMSA) Annual Summit. This conference provided instructors with the opportunity to network with motorcycle rider coaches from around the country and receive additional professional development through various training seminars.

RESULTS

- Enrolled 15,769 students in motorcycle training courses in 2024.
- 53 new instructors were received in 2025.
- 219 instructors attended professional development workshops in 2025.
- Instructors were surveyed in 2025 and had a lot of positive feedback on professional development workshops and “Stop the Bleed” tourniquet training.



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.

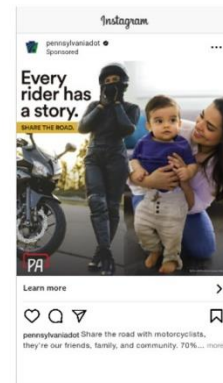
Motorcycle Safety Initiatives (M11MA-2025-01-25-00 Federal; M11MA-2025-01-25-99 Federal; MC-2025-01-24-00 Federal; MC-2025-01-25-00 Federal)

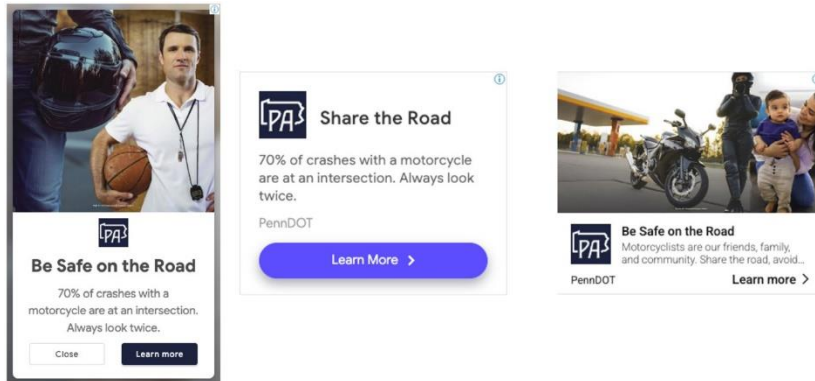
Share the Road and Watch for Motorcycles are public outreach programs aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed drivers often do not see the motorcycle. By raising awareness and reminding drivers that motorcycles 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 focused on humanizing motorcyclists was deployed from May through July 2025. PennDOT districts also displayed motorcycle safety messages on fixed and variable message boards throughout motorcycle safety month in May.

RESULTS

- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle fatalities. The campaign delivered nearly 700,000 pageviews, nearly 650,000 total ad clicks, and 88.6 million impressions through traditional and digital media.

Pictured below, the 2025 paid media buy included tactics such as billboards, Facebook, Instagram, Snapchat, Q1 Media, and Google responsive display.





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.

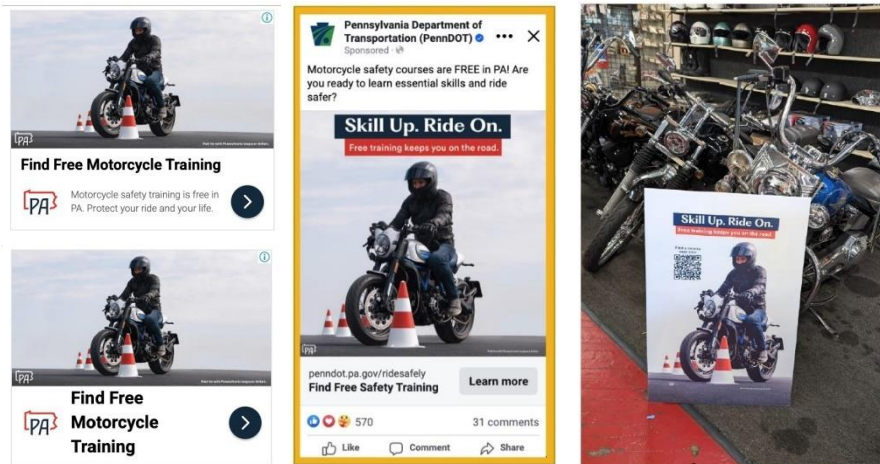
The LFRA program also includes an extensive paid media component, which includes billboards and online promotion of the LFRA Facebook page, which also promotes these same safety messages and encourages motorcyclists to learn more about riding their motorcycle safely.

RESULTS

- Attended 10 motorcycle rallies in calendar year 2025.



- Conducted a paid digital media campaign in markets covering the counties with the highest number of motorcycle crashes. Ads resulted in 7.7 million impressions, nearly 94,000 clicks, and 101,669 landing page view. Pictured below, the 2025 paid media buy included tactics such as PlaceBased, Google, Meta, Pandora, and Spotify.



Summary

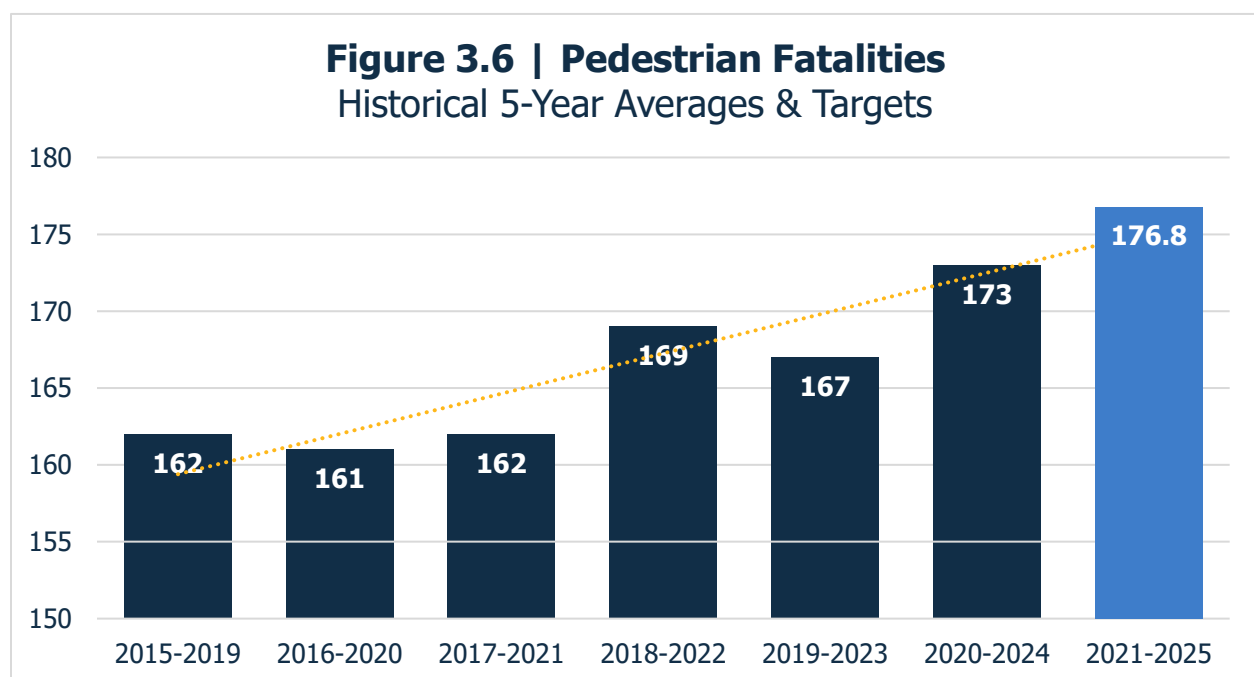
Pennsylvania continues to maintain a robust and highly popular motorcycle training program. The program has recently seen a decline in the number of riders trained because of fewer licensed motorcyclists and registered motorcycles contributing to less demand for the basic rider course. We will continue 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.



NON-MOTORIZED (PEDESTRIAN & BICYCLIST)

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.

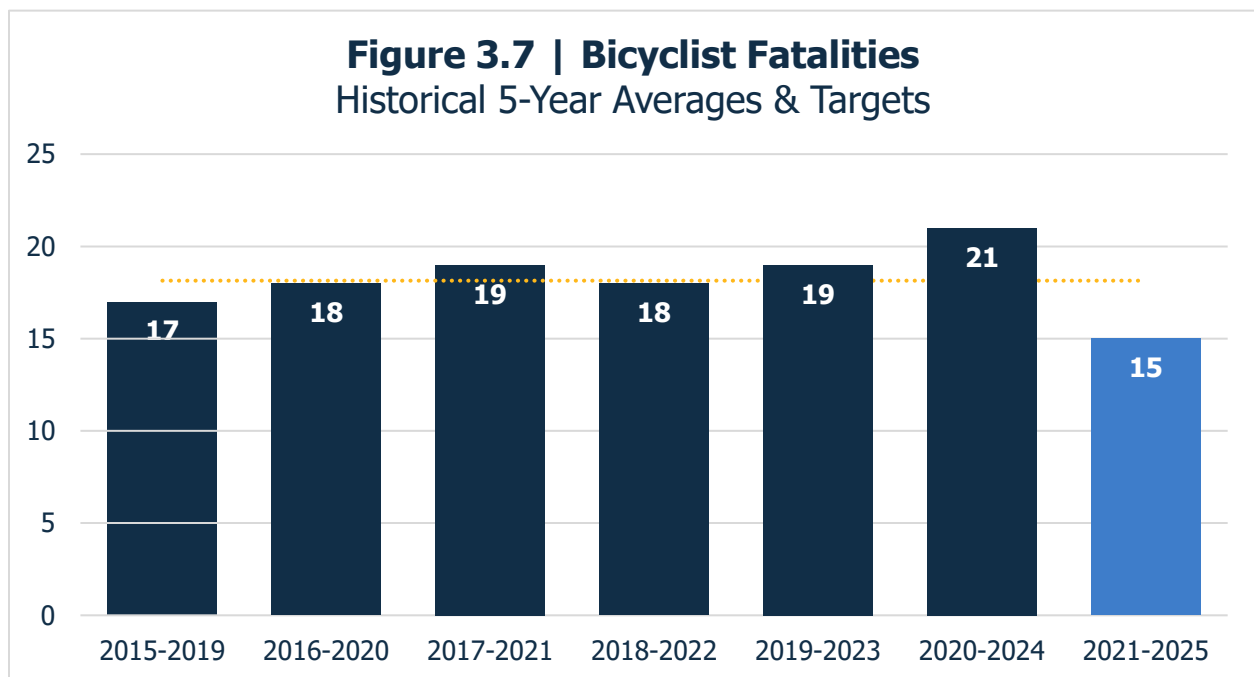
Performance Targets



Performance Target Unmet

After finalizing the 2024 crash data, Pennsylvania did not meet the 2021-2025 performance target for this measure. The target was 176.8, and the result was 180. Unfortunately, this increase mirrors a national trend for pedestrian fatalities. Although not yet finalized, the number of pedestrian fatalities in 2025 is projected to be lower than in 2024. This would be our second straight year with a yearly fatality reduction. 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 2026, 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 community engagement efforts.



Performance Target Unmet

After finalizing the 2024 crash data, Pennsylvania did not meet the 2021-2025 performance target for this measure. The target was 15, and the result was 20. Unfortunately, this increase mirrors a national trend for bicyclist fatalities. Our efforts aimed at reducing bicyclist fatalities rely on outreach, training, and other supporting countermeasures as described in the sections below.

In FFY 2026, 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 community engagement efforts.

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-2025-01-22-00 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 6,284 hours of overtime enforcement under this planned activity in FFY 2025, resulting in 9,809 total violations.

Municipal Pedestrian Enforcement and Education Program (FHLE-2025-02-24-00 Federal; BGLE-2025-02-25-00 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 Pedestrian Safety Month, ran from October 14 through October 18, 2024. This wave was supported by earned media. A second pedestrian enforcement wave ran from April 28 through May 11, 2025, 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 4,574 total hours of overtime enforcement in FFY 2025 resulting in 2,838 citations.
- Funding was provided to municipal police departments to participate in both pedestrian enforcement waves during FFY 2025.
- Completed 1,391 hours of overtime enforcement over two waves (October & May), resulting in 843 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 2025 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.

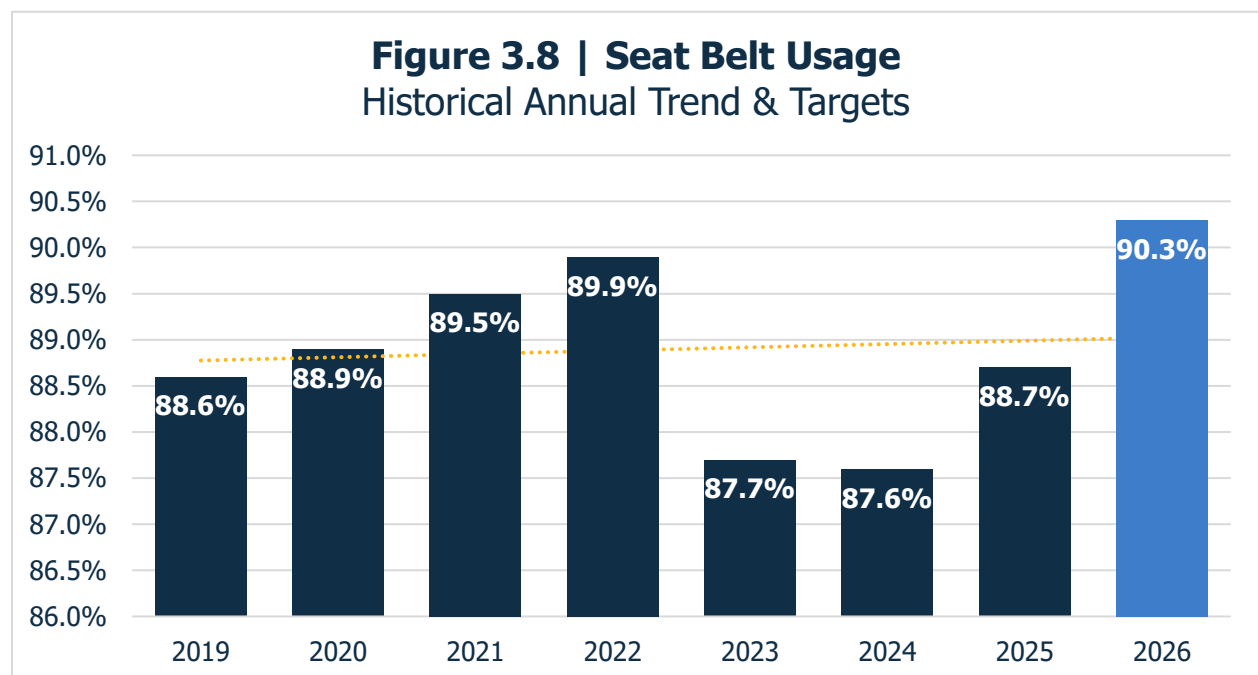




OCCUPANT PROTECTION

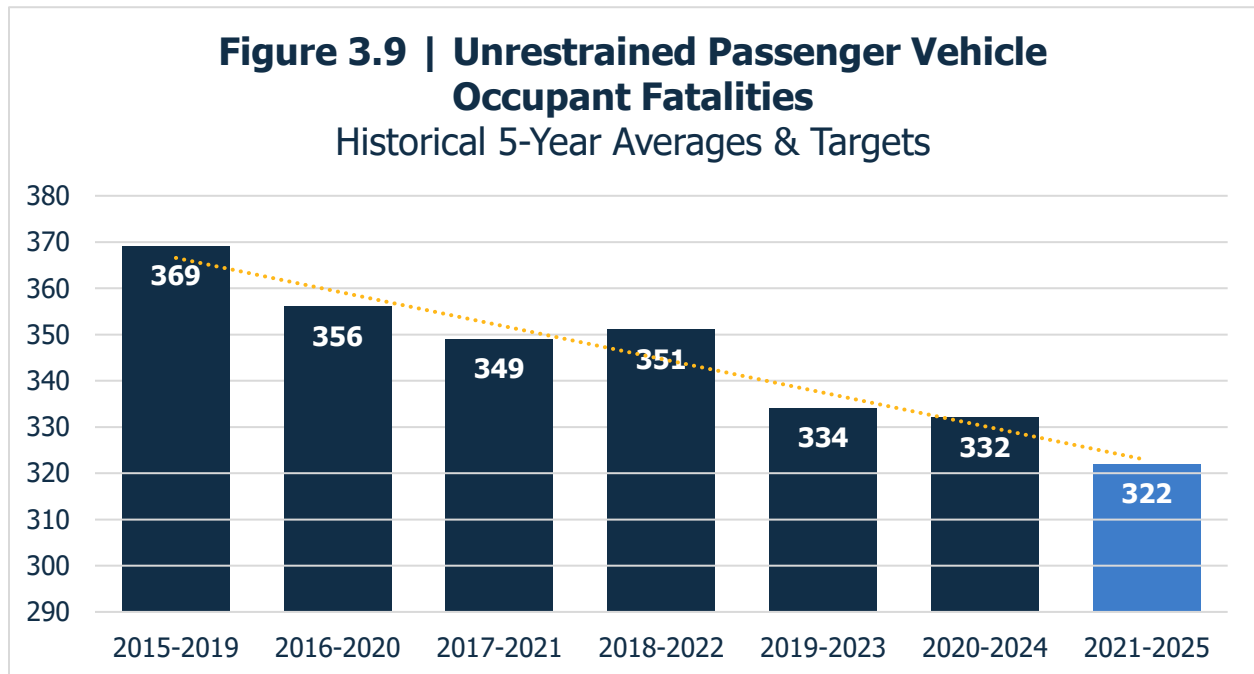
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Performance Targets



Performance Target Unmet

Pennsylvania did not meet the 2025 performance target for this measure. The target was 90.2%, and the result was 88.7%. 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 toward meeting this target in 2026 and beyond. Despite missing this target, Pennsylvania met the Unrestrained Passenger Vehicle Occupant Fatality (C-4) target for the second straight year. Preliminary 2025 data is projecting another yearly record low in the number of unrestrained passenger vehicle occupant fatalities.



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

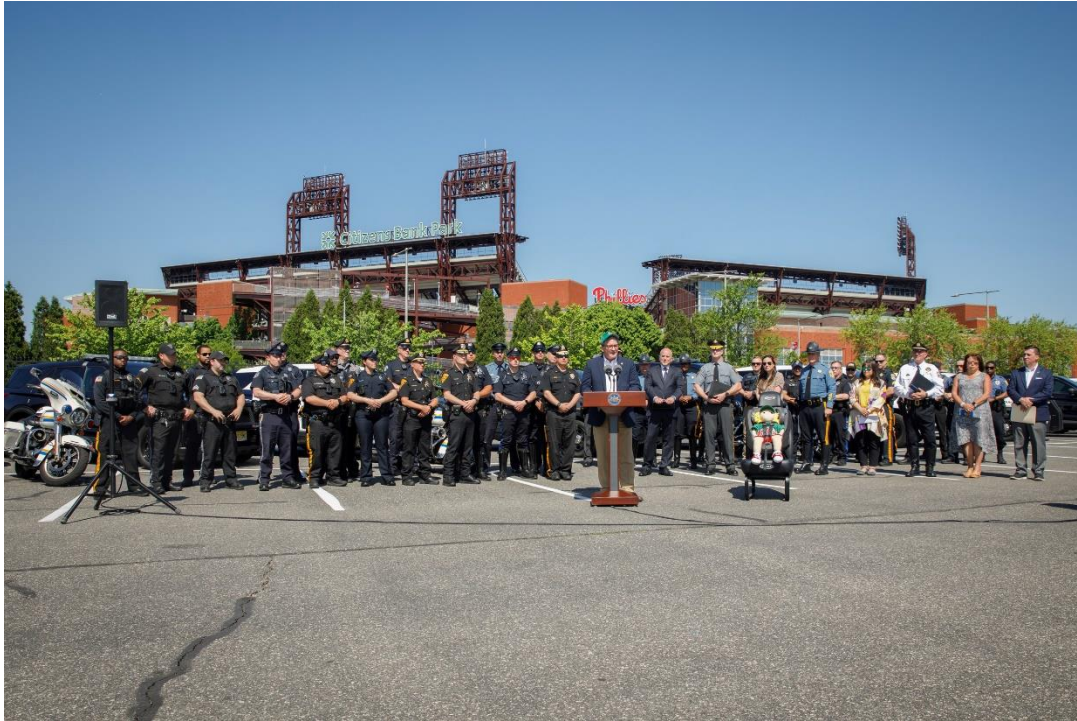
The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for four primary mobilizations throughout the grant year. The occupant protection enforcement program conducts enforcement in areas identified by crash 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 11 through December 1, 2024, 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 271 municipal departments from across Pennsylvania, participated and conducted 9,631 hours of enforcement. The mobilization resulted in 19,694 total citations including 1,729 occupant protection citations.

The 2025 CIOT National Enforcement Mobilization, which ran from May 12 through June 1, 2025, included participation from 322 funded municipal agencies and all 16 PSP troops. Overall, the combined effort resulted in 11,907 hours of enforcement. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. This CIOT mobilization resulted in 23,689 citations, including 1,919 occupant protection citations.

Pictured below, PennDOT partnered with PSP, the New Jersey Division of Highway Traffic Safety, Delaware State Police, Philadelphia Police Department, PA Traffic Injury Prevention Project, and AAA Mid-Atlantic for a media event at Citizens Bank Park in Philadelphia to kick off the National "Click It or Ticket" seat belt enforcement mobilization.





Pictured below, at the event police awarded the Phillie Phanatic with his own seat belt to ensure his safety.



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 2025 totaled 22,676 hours and produced 40,277 contacts resulting in 3,263 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 45%, or 4,318 hours of nighttime enforcement.

Both enforcement mobilizations performed a similar number of hours of nighttime enforcement. This was evidenced by 47% of the enforcement hours being performed during nighttime hours during the national enforcement wave and 42% for the Thanksgiving wave.

TEEN SEAT BELT ENFORCEMENT

The Teen Seat Belt Mobilization was conducted from October 7 through October 19, 2024. 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-2025-01-24-00 Federal; M2HVE-2025-01-25-00 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 that resulted in 374 child safety seats inspected.

Municipal Occupant Protection Enforcement and Education Programs (PT-2025-04-24-00 Federal; PT-2025-04-25-00 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 2024 and the national 2025 CIOT enforcement campaigns.



- Nighttime occupant protection enforcement improved in FFY 2025, with 4,381 hours (or 45% 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 7 to October 19, 2024.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 21-27, 2025) and 153 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 163 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 2025, 9,453 seats were purchased by the state and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2025-01-24-00 Federal; OP-2025-01-25-00 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 1,892 child safety seat checks during FFY 2025.
- Completed 176 events and checked a total of 686 child restraints during the National Enforcement Mobilization (May 2025) and the CIOT Child Passenger Safety Campaign (September 2025).

Statewide Child Passenger Safety Coordination (CR-2025-01-24-00 Federal; CR-2024-01-25-00 Federal; M2CPS-2025-01-24-00 Federal; B2CPS-2025-01-25-00 Federal/CR-2025-01-24-00 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 163 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 23 NHTSA child passenger safety technician courses, certifying 459 new technicians and three new instructors.
- Conducted 12 renewal courses and 28 technical update classes.
- Conducted hospital educational trainings, including:
 - 33 CME/CEU courses with 234 participants.
 - 1 pediatric webinar approved for CME/CEU with 85 attendees.
 - 66 CEU requests toward child passenger safety recertification and 187 requests for CME/CEU.
- Conducted 61 training programs for school staff, caregivers, and school transportation providers with 2,254 adult and child participants.

Summary

Occupant protection efforts were continued during FFY 2025. 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 88.7% in 2025. 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.

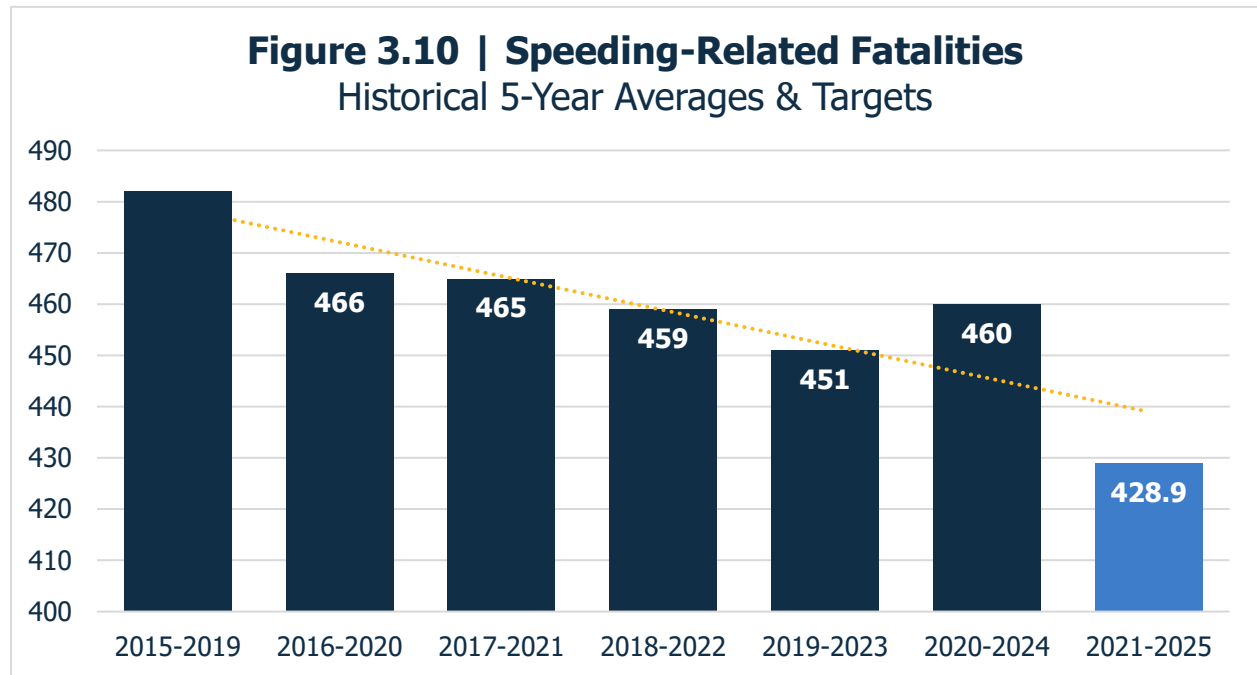




POLICE TRAFFIC SERVICES

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 2024 crash data, Pennsylvania did not meet the 2021-2025 performance target for this measure. The target was 428.9, and the result was 434.3. Despite not meeting the target, preliminary 2025 crash data is projecting a reduction in speeding fatalities for the year. 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.

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 2025.



Pennsylvania State Police – Police Traffic Services (PT-2025-01-24-00 Federal; PT-2025-01-25-00 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 130,000 traffic citations were written during STEP details in FFY 2025. 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 2025.
- 25,288 hours of STEP overtime enforcement were completed.

Statewide Law Enforcement Liaison (LEL) Program Coordination (PT-2025-02-24-00 Federal; PT-2025-02-25-00 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 3,900 contacts were made with law enforcement agencies to provide information and assistance.
- Reviewed more than 15,000 eGrants enforcement reports for accuracy and performance.
- Observed 116 live enforcement details to provide guidance on standard operating procedures.

Police Traffic Services Program (PT-2025-04-24-00 Federal; PT-2025-04-25-00 Federal)

PennDOT offered single enforcement grants to 50 different agencies in FFY 2025. 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 2025. 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 46,000 motorists were contacted through municipal police aggressive driving enforcement. These contacts led to more than 17,000 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.

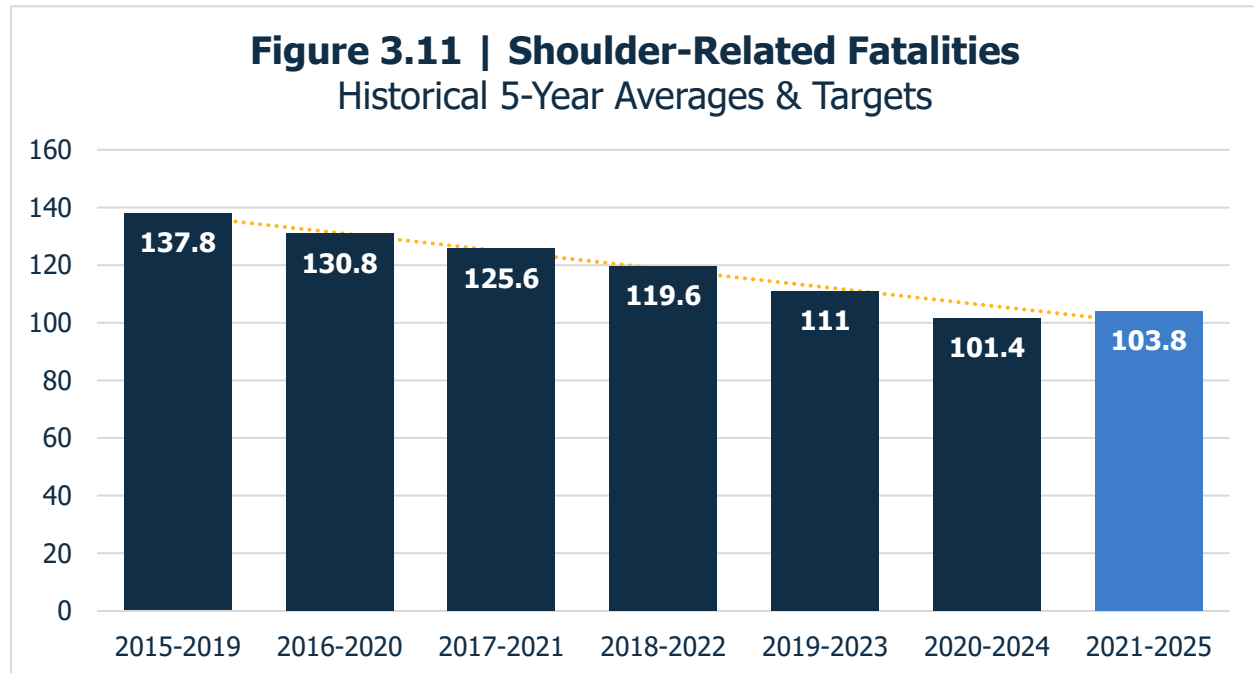


PREVENTING ROADSIDE DEATHS

Emergency responders, road crews, and motorists are all vulnerable when they are working on the side of the road or stranded in a disabled vehicle. While shoulder-related fatalities have been declining over the past several years, the safety focus area continues to be a concern. Education on Pennsylvania's Move Over Law and work zone awareness will help to continue the downward trend.



Performance Target



Countermeasures (Programs and Projects) and Results

Digital Alert Technology (M12BDAT-2025-01-25-99; M12BDAT-2025-01-25-00)

Mobile work zones constitute the most dangerous type of work zone that PennDOT routinely employs. Over the last five years, PennDOT has experienced 39 crashes in relation to mobile work zones, resulting in one fatality and seven injuries to workers.

Mobile work zones are inherently dangerous simply because they are mobile. While stationary work zones can be configured with warning signs well in advance of the work zone, mobile work zones are constantly moving. These work zones are reported to the public based on the planned work area, which makes it difficult for motorists to know exactly when they will encounter the work zone on their route.

The mobility of these work zones makes it difficult for PennDOT Traffic Management Center personnel to monitor current locations and update protection messaging on nearby changeable message signs (CMS), and update locations in 511PA, Pennsylvania's traveler information system, third-party navigation systems, and other traveler information partners.



This project will develop technologies to provide the traveling public with real-time alerts related to mobile work zones and other roadside activity. It is anticipated that these alerts will improve safety for roadside workers, emergency responders, and motorists by increasing awareness and reducing shoulder crashes.

The initial effort of the project will include aligning multiple existing databases to allow the systems to be aware of the location of PennDOT-owned vehicles present in mobile work zones, responding to traffic incidents, or participating in other PennDOT maintenance activities. The data will be used to provide automated alerts to the traveling public via 511PA and other third-party navigation systems and partners and to display and automatically update safety messaging on relevant CMS to alert drivers approaching the area of the potential hazard. These two alerts combined are anticipated to decrease crashes by alerting approaching motorists and giving them more opportunity to slow down and move over.

Once the system is established, PennDOT plans to extend the opportunity to contractors, traffic incident management partners, and other emergency responders to receive similar safety alerts and messaging for their vehicles responding to roadside scenes.

RESULTS

- During the first year of this program, data from PennDOT's Automatic Vehicle Locating system was input into the Connected Vehicle Data Exchange and the Advanced Transportation Management System. This has allowed these systems to be aware of the location of PennDOT-owned vehicles that are present within mobile work zones, responding to traffic incidents, or participating in other PennDOT maintenance activities.

Summary

Funding has been dedicated for digital alert technology to reduce roadside crashes and fatalities. The automated safety messaging and alerts will increase motorists' awareness of slow-moving traffic due to mobile work zones and other maintenance activity. The initial goal is to decrease the number of crashes involving PennDOT vehicles stopped on the roadside or moving slowly due to mobile work zones, incident response, and maintenance-related activities.





TRAFFIC RECORDS

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's FARS Program. 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
2026 Target	0.09	0.35	9.00
2025 Target	0.08	0.32	9.50
2025 Actual	0.13	0.36	14.47

Three Performance Targets Unmet

The target for completeness was .08 and the actual result was .13. The value for 2024 was .09. This performance target was affected by a new data standard that was implemented with a few new fields. Some agencies had issues converting their software to the new standard, impacting completeness of those new fields. 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 .32 and the actual value was .36. This performance target was also affected by the implementation of a new data standard. 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 14.47 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. The City of Pittsburgh reverted to their old method of entry and is soon moving to the TraCS to Locals product. While that issue has been 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-2025-01-23-00 Federal; B3SP-2025-01-24-00 Federal; B3SP-2025-01-25-00 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, 673 of Pennsylvania's approximately 1,100 local police agencies are submitting electronic crash reports, along with 585 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 (B3SA-2025-02-24-00 Federal; B3SA-2025-02-25-00 Federal; B3SA-2025-02-25-99 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 among 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. In FFY 2024, a new data visualization area was built allowing users to interactively explore crash data in multiple safety focus areas.

RESULTS

- PCIT was updated during FFY 2025 adding additional data visualization dashboard to the original motorcycle crashes dashboard. The new dashboards include impaired driver and pedestrian. By volume, these safety focus areas are some of our most concerning factors in crash fatalities. The web address for PCIT is crashinfo.penndot.pa.gov.

Crash Applications Strategy Plan (B3RSRCH-2025-03-24-00 Federal; B3RSRCH-2025-03-25-00 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 Roadmap was completed at the end of FFY 2025 and presented to the Traffic Records Committee. The committee approved funding of the project build in its most recent meeting. A new project will be developed soon and added to the register. In addition to making operations and systems more efficient, a few new technologies are being explored that can enhance collection.

EMS Response Time Study (B3RSRCH-2025-05-24-00 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 nearing the end, with a lot of details and results currently being reviewed. A presentation is scheduled for the next Traffic Records Committee meeting in March 2026.

Permanent Traffic Site Installation - Virtual Weigh In Motion (VWIM) (B3T-2025-04-24-00 Federal; B3T-2025-04-24-99 Federal)

PennDOT's Bureau of Planning and Research (BPR) currently has 149 permanent traffic counting devices, collecting data 24 hours a day, seven days a week, 365 days a year. The eight Automatic Vehicle Recorders only collect volume and speed data, 119 Continuous Automatic Vehicle Classifier devices collect 13 vehicle classifications and speed data, and 22 Weigh in Motion (WIM) devices collect 13 vehicle classifications, speed data, and vehicle weight data. To make the program more complete and benefit additional departmental areas, the installation of a WIM site is necessary. The location of the additional site has been identified by BPR in coordination with Pennsylvania State Police (PSP) to install the first WIM site within the six county PennDOT Engineering District located in the northeast area of Pennsylvania. The additional data produced from this permanent site will benefit the Bureau of Operations for crash statistics,



Bureau of Project Delivery for more accurate pavement design, and PSP for truck weight enforcement and commercial vehicle safety.

The site will be installed in an area where continuous traffic data is currently unavailable; the data collected from the site will enhance traffic data records, which will be used by PennDOT's crash unit, PSP, and the Office of Planning.

The vehicle classification data, which includes motorcycle and heavy truck information, will address the need for additional motorcycle information such as motorcycle volumes and Vehicle Miles Traveled (VMT). The heavy truck information, both classification and weight data, will address the need for information to be used for truck weight enforcement and commercial vehicle safety.

The speed data from the permanent site can be generated into reports and shared with the Highway Safety and Traffic Operations Division and PSP to show trends for high-speed corridors and identify targeted enforcements, which could reduce speeding and aggressive driving.

The identified WIM site was selected in coordination with PSP to be used for truck weight enforcement. The WIM site will be installed with additional functionality, including camera systems that will allow PSP to screen trucks for weight violations. This capability will allow for improved commercial vehicle safety by identifying overweight trucks and removing them from the roadway.

RESULTS

This project was unable to start in FFY 2025 due to a high instance of unforeseen work orders. This has delayed the finalization of the work authorization. PennDOT staff is preparing to authorize the work in FFY 2026 to commence the WIM installation. The PennDOT district office is very committed to installing and completing this project.

Summary

Projects that were implemented in FFY 2025 were outlined in the 2025 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.





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 2025, PennDOT's 11 SPOs participated in more than 200 community and school outreach events, issued nearly 150 media advisories and press releases, hosted 75 media events, gave more than 50 media interviews, recorded nearly 20 public service announcements, pitched news stories and editorials nearly 10 times, and more. These combined efforts directly reached more than 21,000 Pennsylvanians, with countless more reached through the more than 350 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 2025, central communications staff responded to more than 30 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 seven statewide media events in FFY 2025 in support of various national safety campaigns, resulting in more than 75 news stories.



Four additional traffic safety press releases were sent throughout the year, generating nearly 80 news stories statewide.

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 2025, 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 more than \$1.1 million in state funds on the two campaigns that ran successively from April through early-July 2025. The campaigns were highly successful, delivering 195 million impressions across digital and traditional media. The campaign produced more than 569,000 clicks with an overall click-through-rate of 1.27%. More than \$1.3 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, MiQ, Q1 Media, and YouTube, and paid social messages on Facebook, Instagram, and SnapChat.



SEAT BELTS

In April and May 2025, PennDOT conducted a seat belt safety awareness campaign. New media assets were created in 2024 and reused for this year's campaign, including video and still assets.

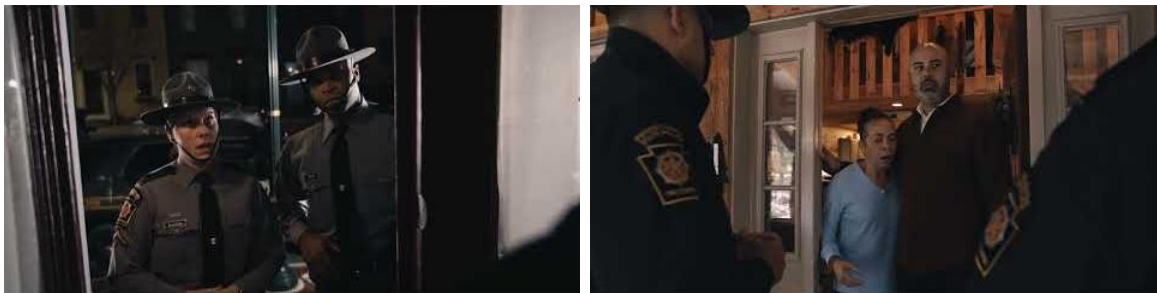
Prior to finalizing assets in 2024, creative testing was conducted with a sample of 303 males aged 18-34 with a driver's license who live in Pennsylvania and who do not always wear their seat belt while driving. Most drive without a seat belt because they forget to put it on (56.1%), while 15.5% think 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 reused and again included both video and still assets.

The video was updated with new text in 2024, 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 2025.

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.



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-2025-01-24-00 Federal; PA-2025-01-25-00 Federal/PA-2025-01-00-00 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 that 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-2025-04-24-00 Federal; CP-2025-04-25-00 Federal/CP-2025-01-00-00 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 that 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-2025-03-24-00 Federal; CP-2025-03-25-00 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 Scranton for PennDOT and Community Traffic Safety Project outreach coordinators October 16-18, 2024.
- PennDOT staff helped to host GHSA's 2025 Annual Meeting in Pittsburgh from August 25-27, 2025.
- Interested PennDOT staff attended the workshops at the 2025 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 2025, \$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 a crosswalk floor mat to increase the awareness of Pennsylvania's pedestrian safety laws and best practices, including being visible, not walking distracted, and being predictable. The mat was used at multiple elementary schools, presenting to 11 classrooms and more than 220 students, sharing basic pedestrian safety reminders, and demonstrating how to properly use a crosswalk.



- District 3 SPO was approved to purchase bicycle safety book, "Bicycling Rules of the Road," along with bicycle helmets. Together with her partners, she delivered bicycle safety programming to more than 500 children. As part of the programming, partners read the safety book to children (and leave a copy of the book with a teacher, librarian, or send a copy home with the family) and discuss bicycle safety rules. Children also use concussion goggles and learn about the dangers of riding without a helmet, and children in need receive a properly sized and fitted helmet.



- District 4 SPO was approved to purchase a cross walk rug, as well as lights and reflectors/reflective stickers, which were used, along with equipment previously purchased, to deliver pedestrian safety programming to elementary school students. Students learned how to properly use a crosswalk and identified two ways to increase their visibility to traffic (like wearing reflectors and carrying a light).



- District 8 SPO was approved to purchase bicycle safety book, "Bicycling Rules of the Road." Together with her partners, the book was read to more than 600 elementary school students, promoting bicycle and pedestrian safety through literacy-based programming. Bicycle rodeo activities, interactive lessons and discussions, and bicycle helmet fittings accompanied the programming.



RESULTS

- SPOs received more than \$15,000 in program support to purchase equipment needed to enhance the effectiveness of their local programming.
- One driving simulator was purchased for PennDOT District 1 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 79 grants in FFY 2025 totaling \$18,421,634.85 under this program.

During the fiscal year, \$13,317,794.28 (72.3%) of committed §402 funds were spent, including \$6,211,798.46 (46.6%) 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 two grants in FFY 2025 totaling \$2,610,006.50 under this program.



During the fiscal year, \$2,431,029.97 (93.1%) of committed §405b funds were 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 six grants in FFY 2025 totaling \$2,740,756.26 under this program.

During the fiscal year, \$1,948,765.62 (71.1%) of committed §405c funds were 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 2025 totaling \$10,695,973.50 under this program.

During the fiscal year, \$6,895,841.27 (64.5%) of committed §405d funds were spent.

Section 405e Program (Distracted Driving Programs)

Section 405e provides incentive grants to states to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.

BOO awarded two grants in FFY 2025 totaling \$800,000.00 under this program.

During the fiscal year, \$589,093.78 (73.6%) of committed §405e funds were 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 2025 totaling \$232,448.35 under this program.

During the fiscal year, \$232,448.35 (100%) of committed §405f funds were spent.

Section 405g/h Program (Nonmotorized Safety Programs)

Section 405g/h provides incentive grants to states for the purpose of decreasing nonmotorized road user fatalities involving a motor vehicle in transit on a trafficway.

BOO awarded 52 grants in FFY 2025 totaling \$1,749,125.73 under this program.

During the fiscal year, \$1,113,576.86 (63.7%) of committed §405g/h funds were spent.

Section 405h Program (Preventing Roadside Deaths Programs)

Section 405h provides incentive grants to states that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

BOO awarded one grant in FFY 2025 totaling \$200,000.00 under this program.

During the fiscal year, \$200,000.00 (100.0%) of committed §405h funds were spent.

Section 405i Program (Driver and Officer Safety Education Programs)

Section 405i provides incentive grants to states that enact and enforce a law or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and training courses or peace officer training programs.

BOO awarded no grants in FFY 2025 under this program.



HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 | FFY 2025 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2025-01-00-00	20.600	Planning & Administration - PA Highway Safety Office Mgmt	558,250.00	336,513.13
MC-2025-01-00-00	20.600	Motorcycle Safety Initiatives	176,529.66	98,637.02
OP-2025-01-00-00	20.600	PA State Police - Child Passenger Safety Fitting Stations (Task 2)	83,734.26	80,372.19
OP-2025-02-00-00	20.600	OP Assessment	20,000.61	-
PT-2025-01-00-00	20.600	PA State Police - Police Traffic Service (Tasks 3&5)	3,843,270.60	3,663,200.24
PT-2025-02-00-00	20.600	Statewide LEL Program Coordination (PTS)	1,332,726.44	932,217.36
PT-2025-03-00-00	20.600	Institute for Law Enforcement Education	918,712.00	691,414.09
PT-2025-04-00-01	20.600	PTS-2024-Abington-C920002942	133,984.31	66,108.67
PT-2025-04-00-02	20.600	PTS-2024-Baldwin-C920002959	81,910.92	57,690.32
PT-2025-04-00-03	20.600	PTS-2024-Bethlehem City-C920002969	40,637.39	37,490.96
PT-2025-04-00-04	20.600	PTS-2024-Bethlehem Township-C920002970	58,289.29	32,654.04
PT-2025-04-00-05	20.600	PTS-2024-Blair County-C920001888	61,498.81	55,540.44
PT-2025-04-00-06	20.600	PTS-2024-Bucks-C920001899	246,279.56	203,660.07
PT-2025-04-00-07	20.600	PTS-2024-Butler Co-C920001906	69,605.68	53,441.24
PT-2025-04-00-08	20.600	PTS-2024-Cambria-C920001897	94,774.78	31,808.26
PT-2025-04-00-09	20.600	PTS-2024-Cambridge Springs-C920002954	23,097.14	2,120.82
PT-2025-04-00-10	20.600	PTS-2024-Chester-C920002964	118,582.14	102,155.57
PT-2025-04-00-11	20.600	PTS-2024-Conewango-C920001902	30,410.05	28,248.97
PT-2025-04-00-12	20.600	PTS-2024-Cumberland-C920001916	90,923.63	56,598.63
PT-2025-04-00-13	20.600	PTS-2024-Erie-C920001901	129,854.27	94,672.45
PT-2025-04-00-14	20.600	PTS-2024-Ferguson Twp-C920001830	41,216.98	23,022.22
PT-2025-04-00-15	20.600	PTS-2024-Gilpin-C920002974	24,382.86	10,002.31
PT-2025-04-00-16	20.600	PTS-2024-Hatfield-C920002944	53,703.91	48,470.95
PT-2025-04-00-17	20.600	PTS-2024-Haverford-C920002945	45,005.09	38,337.50
PT-2025-04-00-18	20.600	PTS-2024-Hermitage-C920002962	63,986.18	57,317.56
PT-2025-04-00-19	20.600	PTS-2024-Hopewell-C920002935	65,802.15	63,227.34
PT-2025-04-00-20	20.600	PTS-2024-Indiana-C920001903	11,379.14	5,915.39
PT-2025-04-00-21	20.600	PTS-2024-Jersey Shore-C920002988	35,674.19	17,611.24
PT-2025-04-00-22	20.600	PTS-2024-Lackawanna-C920003006	119,233.11	82,871.75
PT-2025-04-00-23	20.600	PTS-2024-Latrobe-C920002925	83,165.81	43,403.89
PT-2025-04-00-24	20.600	PTS-2024-Lebanon-C920002955	62,978.07	54,509.20
PT-2025-04-00-25	20.600	PTS-2024-Lehigh-C920002965	61,267.24	41,279.08



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PT-2025-04-00-26	20.600	PTS-2024-LowerMerion-C920001917	44,764.23	36,657.95
PT-2025-04-00-27	20.600	PTS-2024-Lower Paxton-C920002961	140,844.97	118,951.29
PT-2025-04-00-28	20.600	PTS-2024-Lower Saucon-C920002968	20,897.88	7,413.00
PT-2025-04-00-29	20.600	PTS-2024-Luzerne-C920002976	198,193.33	152,265.02
PT-2025-04-00-30	20.600	PTS-2024-Mifflin-C920002960	33,497.78	9,722.35
PT-2025-04-00-31	20.600	PTS-2024-MontgomeryTownship-C920002917	57,513.28	52,462.16
PT-2025-04-00-32	20.600	PTS-2024-MoonTownship-C920002936	51,568.91	51,513.47
PT-2025-04-00-33	20.600	PTS-2024-Mt. Lebanon Twp-C920001895	42,642.04	42,629.15
PT-2025-04-00-34	20.600	PTS-2024-Northumberland-C920001898	429,690.03	383,623.82
PT-2025-04-00-35	20.600	PTS-2024-Peters Township-C920002971	86,523.30	36,246.87
PT-2025-04-00-36	20.600	PTS-2024-Philadelphia-C920001896	710,472.24	298,341.35
PT-2025-04-00-37	20.600	PTS-2024-Pittsburgh-C920002927	192,578.15	34,452.63
PT-2025-04-00-38	20.600	PTS-2024-Plum-C920002939	101,582.06	92,030.06
PT-2025-04-00-39	20.600	PTS-2024-Pottstown-C920001914	74,364.72	68,467.28
PT-2025-04-00-40	20.600	PTS-2024-Sandy Township-C920003100	31,628.17	9,241.20
PT-2025-04-00-41	20.600	PTS-2024-S Whitehall-C920003005	185,105.07	123,945.86
PT-2025-04-00-42	20.600	PTS-2024-Towanda Boro-C920002982	15,357.76	6,762.93
PT-2025-04-00-43	20.600	PTS-2024-Upland-C920002958	75,575.21	65,906.05
PT-2025-04-00-44	20.600	PTS-2024-Upper Darby-C920002926	83,604.34	32,293.24
PT-2025-04-00-45	20.600	PTS-2024-Venango-C920001893	21,828.36	13,290.39
PT-2025-04-00-46	20.600	PTS-2024-Washington Township (Franklin County)	51,733.78	7,612.44
PT-2025-04-00-47	20.600	PTS-2024-Washington Township (Westmoreland)	43,653.80	34,191.61
PT-2025-04-00-48	20.600	PTS-2024-West Deer Twp-C920001904	57,613.97	53,304.73
PT-2025-04-00-49	20.600	PTS-2024-West Norriton-C920002985	85,325.90	65,766.11
PT-2025-04-00-50	20.600	PTS-2024-York-C920001832	532,886.03	402,041.90
CP-2025-01-00-01	20.600	CTSP-2024-Allegheny-C920001900	493,945.92	228,459.72
CP-2025-01-00-02	20.600	CTSP-2024-Bucks-C920002920	190,526.50	95,976.29
CP-2025-01-00-03	20.600	CTSP-2024-Cambria-C920002981	150,868.85	56,699.00
CP-2025-01-00-04	20.600	CTSP-2024-Carbon-C920002918	593,776.11	304,902.62
CP-2025-01-00-05	20.600	CTSP-2024-Centre-C920001889	132,552.00	101,035.84
CP-2025-01-00-06	20.600	CTSP-2024-Chester-C920002947	148,649.49	136,828.64
CP-2025-01-00-07	20.600	CTSP-2024-Cumberland-C920001831	206,626.71	152,970.61
CP-2025-01-00-08	20.600	CTSP-2024-Delaware-C920001905	170,891.04	111,868.47
CP-2025-01-00-09	20.600	CTSP-2024-Erie-C920001910	210,931.51	74,173.30
CP-2025-01-00-10	20.600	CTSP-2024-Indiana-C920001768	136,141.67	123,404.05



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2025-01-00-11	20.600	CTSP-2024-Lackawanna-C920002984	75,709.20	55,164.20
CP-2025-01-00-12	20.600	CTSP-2024-Luzerne-C920002941	130,489.92	96,285.20
CP-2025-01-00-13	20.600	CTSP-2024-Montgomery-C920001913	227,892.09	182,976.38
CP-2025-01-00-14	20.600	CTSP-2024-Northampton-C920001915	87,811.44	79,505.05
CP-2025-01-00-15	20.600	CTSP-2024-Northumberland-C920002919	167,976.00	63,752.89
CP-2025-01-00-16	20.600	CTSP-2024-Philadelphia-C920001882	676,520.14	362,754.61
CP-2025-01-00-17	20.600	CTSP-2024-Washington-C920001911	397,261.16	186,637.46
CP-2025-01-00-18	20.600	CTSP-2024-York-C920001909	334,299.61	291,112.40
CP-2025-03-00-00	20.600	HSP Program Support	99,865.18	79,243.47
CP-2025-04-00-00	20.600	PA Highway Safety Office Program Management	808,250.00	435,094.50
CR-2025-01-00-00	20.600	Statewide Child Passenger Safety Program	797,004.00	780,193.72
CR-2025-02-00-00	20.600	CPS Education Initiatives	33,334.73	9,110.10
		Subtotal CFDA #20.600 (\$402)	18,421,634.85	13,317,794.28
M2HVE-2025-01-00-00	20.616	PA State Police - Occupant Protection Enf. & Edu. Program (Task 4)	2,350,281.33	2,171,304.80
B2CPS_US-2025-01-00-00	20.616	TIPP Special Rule - Underserved CPS Programs	259,725.17	259,725.17
		Subtotal CFDA #20.616 (\$405b)	2,610,006.50	2,431,029.97
M3DA-2025-01-00-00	20.616	Statewide Traffic Records Program Support	245,868.50	245,868.50
B3SA-2025-02-00-00	20.616	Crash Architecture & Public/Partner Data Interface	578,312.88	526,556.74
B3T-2025-04-00-00	20.616	Virtual Weigh in Motion	300,000.00	-
B3SP-2025-01-00-00	20.616	Statewide Traffic Records Program Support	1,071,369.35	898,550.79
B3RSRCH-2025-03-00-00	20.616	Crash Application Strategy Plan	345,215.80	180,941.47
B3RSRCH-2025-05-00-00	20.616	EMS Response Time Project	199,989.73	96,848.12
		Subtotal CFDA #20.616 (\$405c)	2,740,756.26	1,948,765.62
M5HVE-2025-01-00-00	20.616	PA State Police - DUI Enforcement Program (Task 1)	3,653,965.31	2,451,974.11
M5HVE-2025-02-00-01	20.616	PTS-2024-Abington-C920002942	80,728.94	62,179.48
M5HVE-2025-02-00-02	20.616	PTS-2024-Baldwin-C920002959	83,798.39	44,626.78
M5HVE-2025-02-00-03	20.616	PTS-2024-Bethlehem City-C920002969	44,613.64	31,622.01
M5HVE-2025-02-00-04	20.616	PTS-2024-Bethlehem Township-C920002970	48,894.08	6,364.11
M5HVE-2025-02-00-05	20.616	PTS-2024-Blair County-C920001888	42,984.59	33,108.33
M5HVE-2025-02-00-06	20.616	PTS-2024-Bucks-C920001899	296,957.86	92,335.60
M5HVE-2025-02-00-07	20.616	PTS-2024-Butler Co-C920001906	40,987.46	28,310.10
M5HVE-2025-02-00-08	20.616	PTS-2024-Cambria-C920001897	64,988.40	17,097.37
M5HVE-2025-02-00-09	20.616	PTS-2024-Cambridge Springs-C920002954	17,109.10	-



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2025-02-00-10	20.616	PTS-2024-Chester-C920002964	92,701.08	41,234.62
M5HVE-2025-02-00-11	20.616	PTS-2024-Conewango-C920001902	21,305.12	13,577.09
M5HVE-2025-02-00-12	20.616	PTS-2024-Cumberland-C920001916	104,341.57	45,946.68
M5HVE-2025-02-00-13	20.616	PTS-2024-Erie-C920001901	110,021.29	18,298.93
M5HVE-2025-02-00-14	20.616	PTS-2024-Ferguson Twp-C920001830	29,416.40	21,358.86
M5HVE-2025-02-00-15	20.616	PTS-2024-Gilpin-C920002974	25,425.88	5,807.78
M5HVE-2025-02-00-16	20.616	PTS-2024-Hatfield-C920002944	70,106.90	36,387.53
M5HVE-2025-02-00-17	20.616	PTS-2024-Haverford-C920002945	33,034.44	26,243.09
M5HVE-2025-02-00-18	20.616	PTS-2024-Hermitage-C920002962	37,505.48	28,486.51
M5HVE-2025-02-00-19	20.616	PTS-2024-Hopewell-C920002935	56,097.17	53,075.82
M5HVE-2025-02-00-20	20.616	PTS-2024-Indiana-C920001903	8,525.35	7,673.96
M5HVE-2025-02-00-21	20.616	PTS-2024-Jersey Shore-C920002988	28,224.66	21,320.20
M5HVE-2025-02-00-22	20.616	PTS-2024-Lackawanna-C920003006	100,685.94	51,384.96
M5HVE-2025-02-00-23	20.616	PTS-2024-Latrobe-C920002925	47,428.77	18,228.74
M5HVE-2025-02-00-24	20.616	PTS-2024-Lebanon-C920002955	56,793.35	11,594.65
M5HVE-2025-02-00-25	20.616	PTS-2024-Lehigh-C920002965	44,323.10	31,787.25
M5HVE-2025-02-00-26	20.616	PTS-2024-LowerMerion-C920001917	36,721.06	16,241.10
M5HVE-2025-02-00-27	20.616	PTS-2024-Lower Paxton-C920002961	124,965.97	78,654.70
M5HVE-2025-02-00-28	20.616	PTS-2024-Lower Saucon-C920002968	14,838.85	4,468.25
M5HVE-2025-02-00-29	20.616	PTS-2024-Luzerne-C920002976	136,696.63	98,209.70
M5HVE-2025-02-00-30	20.616	PTS-2024-Mifflin-C920002960	25,493.75	16,675.85
M5HVE-2025-02-00-31	20.616	PTS-2024-MontgomeryTownship-C920002917	44,218.81	34,980.68
M5HVE-2025-02-00-32	20.616	PTS-2024-MoonTownship-C920002936	41,496.10	41,494.10
M5HVE-2025-02-00-33	20.616	PTS-2024-Mt. Lebanon Twp-C920001895	37,958.70	37,942.33
M5HVE-2025-02-00-34	20.616	PTS-2024-Northumberland-C920001898	304,381.46	263,346.03
M5HVE-2025-02-00-35	20.616	PTS-2024-Peters Township-C920002971	73,840.58	43,934.67
M5HVE-2025-02-00-36	20.616	PTS-2024-Philadelphia-C920001896	228,105.31	19,353.01
M5HVE-2025-02-00-37	20.616	PTS-2024-Pittsburgh-C920002927	155,068.79	39,769.71
M5HVE-2025-02-00-38	20.616	PTS-2024-Plum-C920002939	84,128.47	75,383.99
M5HVE-2025-02-00-39	20.616	PTS-2024-Pottstown-C920001914	56,266.28	49,854.58
M5HVE-2025-02-00-40	20.616	PTS-2024-Sandy Township-C920003100	24,777.41	3,110.36
M5HVE-2025-02-00-41	20.616	PTS-2024-S Whitehall-C920003005	102,760.73	72,807.58
M5HVE-2025-02-00-42	20.616	PTS-2024-Towanda Boro-C920002982	18,840.43	10,445.03
M5HVE-2025-02-00-43	20.616	PTS-2024-Upland-C920002958	49,054.16	41,395.66
M5HVE-2025-02-00-44	20.616	PTS-2024-Upper Darby-C920002926	79,936.00	11,114.36
M5HVE-2025-02-00-45	20.616	PTS-2024-Venango-C920001893	19,349.74	7,667.78



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2025-02-00-46	20.616	PTS-2024-Washington Township (Franklin County)	35,193.35	7,679.66
M5HVE-2025-02-00-47	20.616	PTS-2024-Washington Township (Westmoreland)	52,879.36	44,878.60
M5HVE-2025-02-00-48	20.616	PTS-2024-West Deer Twp-C920001904	67,441.13	55,583.06
M5HVE-2025-02-00-49	20.616	PTS-2024-West Norriton-C920002985	92,123.68	30,747.13
M5HVE-2025-02-00-50	20.616	PTS-2024-York-C920001832	354,192.75	313,770.50
B5CS-2025-01-00-00	20.616	DUI Courts	225,000.00	-
B5CS-2025-02-00-00	20.616	Traffic Safety Resource Prosecutor	289,115.81	205,893.08
B5CS-2025-03-00-00	20.616	Judicial Outreach Liaison	73,740.75	55,638.07
M5TR-2025-01-00-00	20.616	Institute for Law Enforcement Education	733,845.16	543,253.89
M5TR-2025-02-00-00	20.616	Statewide DUI Program Coordination	1,872,578.01	1,471,523.25
		Subtotal CFDA #20.616 (\$405d)	10,695,973.50	6,895,841.27
B8APE-2025-01-00-00	20.616	Distracted Driving Media Buy	750,000.00	545,570.16
B8A*DD-2025-01-00-00	20.616	Distracted Driving Survey	50,000.00	43,523.62
		Subtotal CFDA #20.616 (\$405e)	800,000.00	589,093.78
M11MA-2025-01-00-00	20.616	Motorcycle Safety Initiatives	232,448.35	232,448.35
		Subtotal CFDA #20.616 (\$405f)	232,448.35	232,448.35
BGLE-2025-01-00-00	20.616	PA State Police - Nonmotorized HVE (Task 6)	572,527.70	529,648.88
BGLE-2025-02-00-01	20.616	PTS-2024-Abington-C920002942	16,575.00	-
BGLE-2025-02-00-02	20.616	PTS-2024-Baldwin-C920002959	9,210.85	-
BGLE-2025-02-00-03	20.616	PTS-2024-Bethlehem City-C920002969	8,005.42	5,400.73
BGLE-2025-02-00-04	20.616	PTS-2024-Bethlehem Township-C920002970	4,752.13	-
BGLE-2025-02-00-05	20.616	PTS-2024-Blair County-C920001888	4,725.96	3,641.86
BGLE-2025-02-00-06	20.616	PTS-2024-Bucks-C920001899	16,756.12	10,645.19
BGLE-2025-02-00-07	20.616	PTS-2024-Butler Co-C920001906	1,974.59	1,253.11
BGLE-2025-02-00-08	20.616	PTS-2024-Cambria-C920001897	5,120.00	-
BGLE-2025-02-00-09	20.616	PTS-2024-Cambridge Springs-C920002954	864.02	-
BGLE-2025-02-00-10	20.616	PTS-2024-Chester-C920002964	9,653.91	4,210.87
BGLE-2025-02-00-11	20.616	PTS-2024-Conewango-C920001902	2,345.21	704.64
BGLE-2025-02-00-12	20.616	PTS-2024-Cumberland-C920001916	5,631.20	3,359.48
BGLE-2025-02-00-13	20.616	PTS-2024-Erie-C920001901	15,291.76	5,025.19
BGLE-2025-02-00-14	20.616	PTS-2024-Ferguson Twp-C920001830	4,515.00	2,479.28
BGLE-2025-02-00-15	20.616	PTS-2024-Gilpin-C920002974	1,172.60	-
BGLE-2025-02-00-16	20.616	PTS-2024-Hatfield-C920002944	6,665.33	728.72
BGLE-2025-02-00-17	20.616	PTS-2024-Haverford-C920002945	5,872.85	4,137.76
BGLE-2025-02-00-18	20.616	PTS-2024-Hermitage-C920002962	3,401.18	1,948.74
BGLE-2025-02-00-19	20.616	PTS-2024-Hopewell-C920002935	2,794.97	2,303.46
BGLE-2025-02-00-20	20.616	PTS-2024-Indiana-C920001903	1,142.08	210.32



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
BGLE-2025-02-00-21	20.616	PTS-2024-Jersey Shore-C920002988	3,407.94	2,343.20
BGLE-2025-02-00-22	20.616	PTS-2024-Lackawanna-C920003006	15,751.97	8,905.50
BGLE-2025-02-00-23	20.616	PTS-2024-Latrobe-C920002925	4,447.82	1,755.92
BGLE-2025-02-00-24	20.616	PTS-2024-Lebanon-C920002955	4,794.59	2,513.21
BGLE-2025-02-00-25	20.616	PTS-2024-Lehigh-C920002965	2,381.00	1,402.97
BGLE-2025-02-00-26	20.616	PTS-2024-LowerMerion-C920001917	8,014.98	1,714.90
BGLE-2025-02-00-27	20.616	PTS-2024-Lower Paxton-C920002961	12,861.55	12,677.20
BGLE-2025-02-00-28	20.616	PTS-2024-Lower Saucon-C920002968	802.31	-
BGLE-2025-02-00-29	20.616	PTS-2024-Luzerne-C920002976	19,917.58	7,483.01
BGLE-2025-02-00-	20.616	PTS-2024-Mifflin-C920002960	1,052.32	-
BGLE-2025-02-00-31	20.616	PTS-2024-MontgomeryTownship-C920002917	2,559.69	2,127.38
BGLE-2025-02-00-32	20.616	PTS-2024-MoonTownship-C920002936	2,792.37	2,573.08
BGLE-2025-02-00-33	20.616	PTS-2024-Mt. Lebanon Twp-C920001895	3,587.73	3,568.96
BGLE-2025-02-00-34	20.616	PTS-2024-Northumberland-C920001898	38,590.87	31,385.06
BGLE-2025-02-00-35	20.616	PTS-2024-Peters Township-C920002971	3,826.40	-
BGLE-2025-02-00-36	20.616	PTS-2024-Philadelphia-C920001896	249,836.12	142,301.73
BGLE-2025-02-00-37	20.616	PTS-2024-Pittsburgh-C920002927	18,633.37	3,995.06
BGLE-2025-02-00-38	20.616	PTS-2024-Plum-C920002939	4,629.20	4,179.00
BGLE-2025-02-00-39	20.616	PTS-2024-Pottstown-C920001914	4,810.34	4,806.99
BGLE-2025-02-00-	20.616	PTS-2024-Sandy Township-C920003100	1,377.69	540.65
BGLE-2025-02-00-41	20.616	PTS-2024-S Whitehall-C920003005	22,862.03	18,064.19
BGLE-2025-02-00-42	20.616	PTS-2024-Towanda Boro-C920002982	969.20	-
BGLE-2025-02-00-43	20.616	PTS-2024-Upland-C920002958	9,737.50	7,434.16
BGLE-2025-02-00-44	20.616	PTS-2024-Upper Darby-C920002926	19,320.00	1,731.20
BGLE-2025-02-00-45	20.616	PTS-2024-Venango-C920001893	1,798.52	82.35
BGLE-2025-02-00-46	20.616	PTS-2024-Washington Township (Franklin County)	6,185.22	1,070.56
BGLE-2025-02-00-47	20.616	PTS-2024-Washington Township (Westmoreland)	1,597.86	861.57
BGLE-2025-02-00-48	20.616	PTS-2024-West Deer Twp-C920001904	2,823.89	2,311.48
BGLE-2025-02-00-49	20.616	PTS-2024-West Norriton-C920002985	15,523.07	5,428.68
BGLE-2025-02-00-	20.616	PTS-2024-York-C920001832	37,854.05	28,037.84
BGPE-2025-03-00-00	20.616	VRU Safety Education	377,715.49	88,917.60
		Subtotal CFDA #20.616 (\$405g)	1,599,460.55	963,911.68
FHLE-2025-01-00-00	20.616	PA State Police Nonmotorized HVE (Task 6)	149,665.18	149,665.18



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
		Subtotal CFDA #20.616 (\$405h)	149,665.18	149,665.18
M12BDAT-2025-01-00-00	20.616	Digital Alert Technology	200,000.00	200,000.00
		Subtotal CFDA #20.616 (\$405h)	200,000.00	200,000.00
TOTAL NHTSA			37,449,945.19	26,728,550.13

