



# Fiscal Year 2024-2026 Highway Safety Plan

## FFY 2026 Update



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## ***Introduction***

In accordance with 23 CFR § 1300.12(b)(1), this document will serve to provide updates to the FFY 2024-2026 Triennial Highway Safety Plan (3HSP) for Pennsylvania. The following updates will outline any necessary revisions to countermeasure strategies or adjustments to funding amounts that have been previously committed to those countermeasures. The programs areas and countermeasure strategies below are presented in the same order as they appear in the original 3HSP for Pennsylvania.

## ***Program Area: Communications (Media)***

### *Countermeasure Strategy: Communication Campaign (Media)*

The planned activities within this countermeasure will not be adjusted for federal fiscal year 2026 from what was submitted in the 3HSP. As stated in the 3HSP, Pennsylvania will participate in highway safety campaigns with earned and paid media efforts and continue the Be Safe PA paid media campaign in FFY 2026. The Be Safe PA campaign is state-funded, and no adjustments will be made to the funding.

## ***Program Area: Community Traffic Safety Program***

### *Countermeasure Strategy: Educational and Outreach Programs (CTSP)*

Under this countermeasure, Pennsylvania's Community Traffic Safety Projects (CTSP) are delivering highway safety programming and messaging to the general public. Within the first ten months of FFY 2025, PennDOT staff supported the coordination of seven roundtable meetings in high-risk communities, with four additional meetings scheduled for the remainder of the fiscal year.

Surveys are being distributed at each meeting to identify the traffic safety issues of greatest concern to community members. Once compiled and analyzed at the statewide level, this information will inform improvements to behavioral traffic safety outreach and programming.

Additionally, the State Highway Safety Office (SHSO) has helped facilitate three "Coffee with the Chief" events. Planning and implementation of these events will continue throughout the year, as Community Traffic Safety Coordinators expand their community-level engagement.

In FFY 2025, popular topics at engagement events have included post-crash care and the recently enacted hands-free distracted driving law. Upon completion of all engagement activities for the fiscal year, a working group will be formed to review outcomes and recommend any future actions.

**No adjustments are planned for this countermeasure in FFY 2026.** The SHSO will continue to support and grow the community engagement roundtables as they enter their third year.

### *Countermeasure Strategy: PA Highway Safety Office Program Management*

As stated in the 3HSP, the planned activity under this program area is the program management within the SHSO and the Highway Safety Program itself. This activity captures those Program Management Costs not applicable to Planning & Administration. **No adjustments to what was planned in the 3HSP will be made for FFY 2026.**

## ***Program Area: Impaired Driving (Drug and Alcohol)***

As provided in the FFY 2024 Annual Report, Pennsylvania met the 2020-2024 performance target for the number of fatalities involving a driver or motorcycle operator with  $\geq 0.08$  BAC. State crash data for 2024 revealed that the number of fatalities from impaired driving related crashes decreased twenty percent as compared to 2023. The reported 342 impaired driving fatalities in 2024 is our lowest to date.

#### *Countermeasure Strategy: DWI Courts*

The planned activity under this countermeasure is to provide funding for county courts of common pleas to establish a DUI Treatment Court for repeat DUI offenders. No court system applied for funding in FFY 2025. **There will be no adjustment to this countermeasure for FFY 2026 as we continue to encourage court systems to apply for funding to establish a DUI Treatment Court.**

#### *Countermeasure Strategy: High Visibility and Sustained DUI Enforcement*

The planned activities under this countermeasure are to fund State and Municipal Police enforcement initiatives. There are no new task forces being added to the grant in FFY 2026, however the SHSO is continually seeking to add additional police departments to existing task forces and expand their coverage footprints. Five new municipal departments were added to the program in FFY 2025. The municipalities with more impaired driving crashes are prioritized when considering new additions. In FFY 2024 DUI Arrests under this countermeasure increased 1 percent from FFY 2023. **There will be no adjustment to this countermeasure for FFY 2026 as funding is allocated per crash data.**

#### *Countermeasure Strategy: Judicial Education*

The planned activity under this countermeasure is to provide funding for our statewide Judicial Outreach Liaison (JOL). The JOL's main task is to educate other members of the judiciary in a peer-to-peer format and to provide trainings. In FFY 2026, our JOL will be prioritizing use of the Drug Impaired Driving Criminal Justice Evaluation Tool and assist in making updates to the CRN system where applicable. **No changes will be made to this countermeasure.**

#### *Countermeasure Strategy: Law Enforcement Training*

The planned activity under this countermeasure is to facilitate training programs through the Institute of Law Enforcement Education and Statewide DUI Program Coordination through the PA DUI Association. Both the Institute of Law Enforcement Education and PA DUI Association will fill statewide training needs on crucial impaired driving topics. Using properly trained enforcement personnel enhances the likelihood of a safe and successful detail. Growing the Drug Recognition Expert (DRE) program and additional education on medical/recreational marijuana are the major initiatives for FFY 2026.

#### *Countermeasure Strategy: Prosecutor Training*

The planned activity under this countermeasure is to fund a Traffic Safety Resource Prosecutor. The Traffic Safety Resource Prosecutor will continue to provide trainings on caselaw, respond to requests from law enforcement, update the DUI Prosecutor's Manual, and utilize the Drug Impaired Driving Criminal Justice Evaluation Tool. Focuses for FFY 2026 include providing additional trainings on medical marijuana and providing guidance and awareness on recreational marijuana.

### ***Program Area: Distracted Driving***

Another problem witnessed on the roadways is distracted driving. Distracted driving is defined by any action that either takes a motorist's attention away from driving, their eyes off the road, or their hands off the wheel. There were 49 distracted driving fatalities in 2024. Additionally in 2024, there were 9,950 total distracted driving crashes and 336 suspected serious injuries. Distracted driving crashes, suspected serious injuries, and fatalities all saw reductions from 2023 to 2024.

#### *Countermeasure Strategy: Observational Survey*

It is believed the actual number of distracted driving crashes could be higher, but many go unreported since the cause may not be apparent to the investigating officer. Cell phone usage while driving is a major contributing factor in distracted driving crashes since brain activity needed to focus on the road is dangerously compromised. In addition to texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio, music player, or climate controls will contribute to driver distraction. According to NHTSA's Traffic Safety Facts, Distracted Driving 2020 (May 2022), seven percent of drivers 15 to 20 years old involved in fatal crashes (in 2020) were reported as distracted. This age group has the largest proportion of drivers who were distracted at the time of the fatal crash.

To continue to identify areas across Pennsylvania where cell phone use while driving is a serious concern, Pennsylvania will conduct another statewide observational survey. This survey will be conducted by a research firm that specializes in transportation and highway safety. The firm will provide PennDOT with a data analysis and final report to assist in the development of further countermeasures to address distracted driving in Pennsylvania. As part of the analysis process, the results of the survey will also be compared to the FFY2025 baseline survey. These combined results will provide Pennsylvania with a more accurate picture of cell phone use while driving and allow the SHSO to effectively deploy enforcement.

#### *Countermeasure Strategy: Educational and Outreach Programs*

The goal of this Distracted Driving Outreach is to provide educational awareness that changes driver behavior and reduces traffic related injuries and fatalities associated with distraction. Educational activities could include increasing awareness and providing educational programing/training to schools and the public on the dangers of distracted driving. This program will also have a focus on teen driving. The Distracted Driving Outreach program will prioritize this target population by implementing programs or distributing materials in high schools and colleges as needed. The approach of the outreach will be determined through data and research.

The planned activity under this countermeasure is Distracted Driving Outreach. No organizations applied for this funding in FFY 2025. **There will be no adjustment to this countermeasure for FFY 2026** as we continue to encourage the facilitation of a Distracted Driving Outreach Program. Pennsylvania recently approved a hands-free cell phone law. Promotion of the new law will continue to be a priority of the PennDOT Press Office, our Community Traffic Safety Partners, and a major topic of the outreach conducted under this countermeasure. In FFY 2026, this project will be funded with Section 405(e) funding.

#### *Countermeasure Strategy: Distracted Driving Media*

PennDOT will use the funds for paid advertising in FFY 2026 to support traffic safety with anti-distracted driving safety messaging as well as support implementation of Paul Miller's Law, Pennsylvania's new distracted driving/hands-free law. This media buy is planned to run April through June 2026. This time frame will complement national efforts to call attention to the dangers of distracted driving during Distracted Driving Awareness Month and lead up to and through the second phase of the new law's effective date of June 5, 2026, where drivers pulled over for using their cell phone will be fined.

The media campaign coverage will be statewide, but with heavier concentrations in high crash counties. Target demographics for each campaign are informed by Pennsylvania crash data. Campaigns include media such as digital, radio, TV, and out of home advertisements including billboards, gas pump toppers, point of sale, and bar advertising.

Paid media campaigns are coordinated and implemented by Central Communications Office staff, who ensure that each campaign has consistent messaging. First introduced in FFY2020, "Be Safe PA" is used on all media buy materials, on the website, and in messaging on social media to make highway safety messages more easily recognizable by our audience.

### ***Program Area: Motorcycle Safety***

#### *Countermeasure Strategy: Communication Campaign (MC)*

As provided in the FFY 2024 Annual Report, Pennsylvania did not meet the 2020-2024 performance targets in the motorcycle safety countermeasures. However, 2024 state crash data show an 8 percent reduction in motorcycle fatalities from 2023. PennDOT will continue to raise awareness of motorcycle safety with the Share the Road media campaign. Additionally, in September of 2025, Pennsylvania will be hosting the State Motorcycle Safety Association 2025 Safety Conference. In an effort to train and retain motorcyclist safety training instructors, all Pennsylvania instructors will be encouraged to attend the conference this year.

### ***Program Area: Non-Motorized (Pedestrian and Bicyclist)***

As provided in the FFY 2024 Annual Report, Pennsylvania did not meet the 2020-2024 performance target for the number of pedestrian and bicyclist fatalities. However, 2024 state crash data show a 4 percent reduction in pedestrian fatalities and a 29% reduction in bicyclist fatalities from 2023.

#### *Countermeasure Strategy: High Visibility Non-Motorized Enforcement*

The planned activities under this countermeasure are to fund State and Municipal Police enforcement initiatives. There are no new task forces being added to the grant in FFY 2026, however the SHSO is continually seeking to add additional police departments to existing task forces and expand their coverage footprints. Five new municipal departments were added to the program in FFY 2025. The municipalities with more non-motorized crashes are prioritized when considering new additions. In FFY 2024, Pennsylvania law enforcement officers made over 6,300 contacts under this initiative. **There will be no adjustment to this countermeasure for FFY 2026 as funding is allocated per crash data.**

#### *Countermeasure Strategy: Educational and Outreach Programs*

The Vulnerable Road User Safety Education project will maintain current and create new pedestrian and bicycle training materials, education programs, training sessions, and assist partners such as county and local governments, MPOs/RPOs, law enforcement, and others. Tasks to be completed include providing virtual and in-person technical training assistance and collaborating with PennDOT partners such as CTSPs, PTSs, and non-profits that work with schools. This project began work in July of 2024, so tasks not completed in FFY 2024 will be completed in FFY 2025 and 2026. **There will be no change to the activities that were outlined in the 3HSP.**

### ***Program Area: Occupant Protection (Adult and Child Passenger Safety)***

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. As provided in the FFY 2024 Annual Report, Pennsylvania met the 2020-2024 performance target for the number of unrestrained fatalities. State crash data for 2024 revealed that the number of unrestrained fatalities decreased one percent as compared to 2023. The reported 311 unrestrained fatalities in 2024 is Pennsylvania's lowest to date. **The planned activities for countermeasure strategies listed in the 3HSP under occupant protection for FFY 2026 will therefore remain unchanged.**

As indicated in the 3HSP, Heatstroke Awareness and participation in Heatstroke Awareness Day is an important part of the educational and training programs within this Program Area and help raise awareness of the benefits of using seatbelts and proper child restraints. The placement of this messaging is appropriate and is delivered statewide.

To continue to qualify for 405b funding to maintain effective countermeasure strategies, below are updates to Pennsylvania's Occupant Protection plan and an Occupant Protection Assessment.

#### ***Countermeasure Strategy: Child Restraint System Inspection Station(s)***

In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative child passenger safety technician update and certification trainings for FFY 2026.

<b>Class</b>	<b>Location</b>	<b>Estimated Students</b>
1	Confirmed - Allegheny	20
2	Confirmed - Allegheny	20
3	Confirmed - Allegheny	15
4	Confirmed - Allegheny	15
5	Confirmed - Beaver	15
6	Confirmed - Blair	15
7	Confirmed - Blair	30
8	Confirmed - Cambria	30
9	Confirmed - Centre	30
10	Confirmed - Chester	30
11	Confirmed - Clarion	15

<b>Class</b>	<b>Location</b>	<b>Estimated Students</b>
12	Confirmed - Cumberland	20
13	Confirmed - Dauphin	20
14	Confirmed - Dauphin	50
15	Confirmed - Erie	15
16	Confirmed - Lackawanna	30
17	Confirmed - Lackawanna	15
18	Confirmed - Luzerne	30
19	Confirmed - Lycoming	30
20	Confirmed - Westmoreland	15
21	Confirmed - Wyoming	15
22	Tentative - Berks	10
23	Tentative - Berks	20
24	Tentative - Blair	5
25	Tentative - Bradford	30
26	Tentative - Bucks	15-20
27	Tentative - Bucks	25
28	Tentative - Chester	20
29	Tentative - Chester	10
30	Tentative - Clearfield	12
31	Tentative - Columbia	30
32	Tentative - Crawford	14
33	Tentative - Crawford	15
34	Tentative - Crawford	20
35	Tentative - Dauphin	5
36	Tentative - Delaware	15-20
37	Tentative - Delaware	10
38	Tentative - Delaware	25
39	Tentative - Elk	12
40	Tentative - Erie	10
41	Tentative - Franklin	30
42	Tentative - Indiana	15
43	Tentative - Jefferson	12
44	Tentative - Lackawanna	10
45	Tentative - Lackawanna	30

Class	Location	Estimated Students
46	Tentative - Lancaster	20
47	Tentative - Lancaster	25-30
48	Tentative - Lehigh	10
49	Tentative - Lehigh	25
50	Tentative - Luzerne	10
51	Tentative - Luzerne	15
52	Tentative - McKean	10
53	Tentative - Mercer	10
54	Tentative - Mercer	10
55	Tentative - Mercer	20
56	Tentative - Monroe	30
57	Tentative - Montgomery	15-20
58	Tentative - Montgomery	10
59	Tentative - Montgomery	25
60	Tentative - Northampton	15-20
61	Tentative - Potter	10-12
62	Tentative - Snyder	20
63	Tentative - Union	15
64	Tentative - Venango	10
65	Tentative - Warren	10
66	Tentative - Warren	12
67	Tentative - Washington	5
68	Tentative - Washington	5
69	Tentative - Washington	15
70	Tentative - Wyoming	30

#### *Countermeasure Strategy: Occupant Protection Program Assessment*

An assessment of the State's Occupant Protection program is essential to maintain compliance with the federal regulations, 23 CFR 1300.21(e), that qualify Pennsylvania for the maximum amount of funding under 405b. This funding allows Pennsylvania to maintain a Statewide Child Passenger Safety Program and conduct enforcement focused on occupant protection. This assessment will also identify areas of improvement for Pennsylvania's Occupant Protection program.

The SHSO will conduct a NHTSA-facilitated Occupant Protection Program Assessment for Pennsylvania's Occupant Protection Program in the spring of 2026. This assessment will allow Pennsylvania to qualify

for 405b funding for the next five years starting in federal fiscal year 2027. Also, as a result of this assessment, recommendations for program improvement will be considered for implementation. Conducting this assessment prior to federal fiscal year 2027 will allow the SHSO to maintain a Statewide Child Passenger Safety Program and continue to conduct enforcement focused on occupant protection without any disruption in service.

#### *Countermeasure Strategy: High Visibility and Sustained OP Enforcement*

The planned activities under this countermeasure are to fund state and local police enforcement initiatives. There are no new task forces being added to the grant in FFY 2026, however we are continually seeking to add additional police departments to existing task forces and expand their coverage footprints. Five new municipal departments were added to the program in FFY 2025. The municipalities with more unbelted crashes are prioritized when seeking new additions. In FFY 2024, over 3,800 seat belt citations were written under this countermeasure.

#### *Upcoming Enforcement Waves and Dates*

*Mobilization 1: Teen Seat Belt Mobilization (October 6 – October 18, 2025)*

*Theme – Teen Driver Laws*

*Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 10 – November 30, 2025)*

*Theme – “Operation Safe Holiday”*

*Mobilization 3: May “Click-it-or-Ticket” Mobilization (May 11 –May 31, 2026)*

*Theme – Border to Border Enforcement*

*Mobilization 4: Child Passenger Safety Mobilization (September 13 – September 26, 2026)*

*Theme – Proper Child Seat Usage*

Every PSP Troop receives dedicated funding to participate in the established mobilizations in locations where there is no dedicated municipal enforcement. These full-time PSP operations cover 62.18% percent of the total 2024 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by Municipal and State Police equals 98.32% percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage. This data is provided in the table below.

Planned Police Department Coverage of 2024 Unrestrained Fatalities					
COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ALLEGHENY	ALLEGHENY VALLEY REGIONAL	1	LEHIGH	UPPER SAUCON TOWNSHIP	1
ALLEGHENY	BRENTWOOD BOROUGH	1	LEHIGH	WHITEHALL TOWNSHIP	1
ALLEGHENY	COLLIER TOWNSHIP	1	LUZERNE	WYOMING AREA REGIONAL	1
ALLEGHENY	MONROEVILLE BOROUGH	1	LYCOMING	WILLIAMSPORT CITY	1
ALLEGHENY	MUNICIPALITY OF PENN HILLS	1	MONROE	POCONO MOUNTAIN REGIONAL	1
ALLEGHENY	NORTH FAYETTE TOWNSHIP	1	MONTGOMERY	CHELTENHAM TOWNSHIP	1
ALLEGHENY	NORTH VERSAILLES TOWNSHIP	1	MONTGOMERY	FRANCONIA TOWNSHIP	1
ALLEGHENY	PITTSBURGH CITY	4	MONTGOMERY	HATBORO BOROUGH	4
ARMSTRONG	MANOR TOWNSHIP	1	MONTGOMERY	HATFIELD TOWNSHIP	5
BEAVER	CENTER TOWNSHIP	1	MONTGOMERY	LOWER GWYNEDD TOWNSHIP	1
BERKS	CAERNARVON TOWNSHIP	1	MONTGOMERY	LOWER MERION TOWNSHIP	2
BERKS	FLEETWOOD BOROUGH	4	MONTGOMERY	LOWER POTTSGROVE TOWNSHIP	1
BERKS	NORTHERN BERKS REGIONAL	1	MONTGOMERY	MONTGOMERY TOWNSHIP	1
BERKS	SPRING TOWNSHIP	1	MONTGOMERY	SPRINGFIELD TOWNSHIP	1
BRADFORD	ATHENS TOWNSHIP	9	MONTGOMERY	UPPER MORELAND TOWNSHIP	1
BUCKS	BRISTOL TOWNSHIP	1	MONTGOMERY	WEST NORRITON TOWNSHIP	1
BUCKS	FALLS TOWNSHIP	1	MONTGOMERY	WHITEMARSH TOWNSHIP	1
BUCKS	MIDDLETOWN TOWNSHIP	1	NORTHAMPTON	BETHLEHEM CITY	1
BUCKS	NEWTOWN TOWNSHIP	1	NORTHAMPTON	COLONIAL REGIONAL	1
BUCKS	NORTHAMPTON TOWNSHIP	1	NORTHAMPTON	PALMER TOWNSHIP	1
BUCKS	PLUMSTEAD TOWNSHIP	1	NORTHAMPTON	SLATE BELT REGIONAL	1
BUCKS	RICHLAND TOWNSHIP	1	NORTHUMBERLAND	POINT TOWNSHIP	1
BUCKS	SOLEBURY TOWNSHIP	1	NORTHUMBERLAND	SUNBURY CITY	1
BUCKS	WARMINSTER TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	13
BUTLER	PENN TOWNSHIP	1	SCHUYLKILL	MINERSVILLE BOROUGH	1
CAMBRIA	CAMBRIA TOWNSHIP	1	SCHUYLKILL	UNION TOWNSHIP	1
CAMBRIA	GALLITZIN TOWNSHIP	1	SCHUYLKILL	WEST PENN TOWNSHIP	3
CAMBRIA	JOHNSTOWN CITY	1	WASHINGTON	CANONSBURG BOROUGH	1
CHESTER	EAST WHITELAND TOWNSHIP	1	WASHINGTON	PETERS TOWNSHIP	1
CHESTER	EASTTOWN TOWNSHIP	1	WESTMORELAND	ALLEGHENY TOWNSHIP	1
CHESTER	PARKESBURG BOROUGH	1	WESTMORELAND	WASHINGTON TOWNSHIP	1
CHESTER	VALLEY TOWNSHIP	1	YORK	FAIRVIEW TOWNSHIP	1
CHESTER	WILLISTOWN TOWNSHIP	1	YORK	NEWBERRY TOWNSHIP	1
COLUMBIA	MONTOUR TOWNSHIP	1	YORK	NORTHERN YORK COUNTY REGIONAL	1
DAUPHIN	DERRY TOWNSHIP	1	YORK	SPRINGETTSBURY TOWNSHIP	2
DAUPHIN	SUSQUEHANNA TOWNSHIP	2	YORK	WEST MANCHESTER TOWNSHIP	1
DELAWARE	MARPLE TOWNSHIP	1	PA STATE POLICE	Troop A	13
DELAWARE	RIDLEY TOWNSHIP	1	PA STATE POLICE	Troop B	22
DELAWARE	UPLAND BOROUGH	1	PA STATE POLICE	Troop C	12
DELAWARE	UPPER DARBY TOWNSHIP	2	PA STATE POLICE	Troop D	19
ERIE	ERIE CITY	3	PA STATE POLICE	Troop E	20
ERIE	MILLECREEK TOWNSHIP	1	PA STATE POLICE	Troop F	16
LACKAWANNA	CARBONDALE CITY	1	PA STATE POLICE	Troop G	14
LANCASTER	MANHEIM BOROUGH	1	PA STATE POLICE	Troop H	20
LANCASTER	MANHEIM TOWNSHIP	1	PA STATE POLICE	Troop J	11
LANCASTER	NEW HOLLAND BOROUGH	1	PA STATE POLICE	Troop K	17
LANCASTER	NORTHERN LANCASTER COUNTY REGIONAL	1	PA STATE POLICE	Troop L	9
LANCASTER	NORTHWEST LANCASTER CNTY REGIONAL	1	PA STATE POLICE	Troop M	6
LAWRENCE	NEW CASTLE CITY	1	PA STATE POLICE	Troop N	14
LEBANON	CORNWALL BOROUGH	1	PA STATE POLICE	Troop P	5
LEBANON	SOUTH LEBANON TOWNSHIP	1	PA STATE POLICE	Troop R	17
LEHIGH	UPPER MACUNGIE	1	PA STATE POLICE	Troop T	7
2024 Unrestrained Fatalities Covered by Municipal PDs					129
2024 Unrestrained Fatalities Covered by PA State Police*					222
Total 2024 Unrestrained Fatalities Covered					351
Total 2024 Unrestrained Fatalities					357
Percent of Total Unrestrained Fatalities Coverage					98.32%

\*PA State Police conduct traffic enforcement, including occupant protection enforcement, where there is no other full-time municipal enforcement. The fatality coverage is derived from these areas.

## Program Area: Planning & Administration

As stated in the 3HSP, the planned activity under this program area is the planning and administration of the SHSO and the Highway Safety Program itself. This activity captures those Planning & Administration costs not applicable to Program Management. **No adjustments to what was planned in the 3HSP will be made for FFY 2026.**

## Program Area: Police Traffic Services

As provided in the FFY 2024 Annual Report, Pennsylvania did not meet the 2020-2024 performance target for the number speeding related fatalities or distracted driving fatalities. However, state crash data revealed that 2024 had the fewest number of speeding crashes from over the past 20 years. State crash data also revealed a 24 percent reduction in distracted driving fatalities from 2023 to 2024.

#### *Countermeasure Strategy: High Visibility and Sustained PTS Enforcement*

The planned activities under this countermeasure are to fund police enforcement initiatives and the Statewide LEL Program. There are no new task forces being added to the grant in FFY 2026, however we are continually seeking to add additional police departments to existing task forces and expand their coverage footprints. Five new municipal departments were added to the program in FFY 2025. The municipalities with more speeding related crashes are prioritized when seeking new additions. In FFY 2024, over 30,000 speeding citations were written under this initiative. As for the Statewide LEL Program, increasing the number of financial and enforcement report reviews is a priority for FFY 2026. This will become more feasible in FFY 2026 as both Law Enforcement and our LELs become more familiar with the eGrants system. Pennsylvania plans to participate in the July 2026 NHTSA Speed Campaign.

#### **Program Area: Traffic Records**

##### *Countermeasure Strategy: Improves one or more performance measures of a core highway safety database*

Both planned activities under this countermeasure are state-funded and will continue as planned into FFY 2026. The Crash Data Analysis and Retrieval Tool System (CDART) Enhancements and the CRS System Maintenance projects will continue to provide system improvements for crash data users and address the MMUCC 2024 Data Standard. **There are no changes to this countermeasure for FFY 2026** because the projects are proceeding as planned.

##### *Countermeasure Strategy: Improves one or more performance measures of one or more core highway safety databases*

There are five planned activities within this countermeasure, the Statewide Traffic Records Program Support Project, the Crash Architecture and Public/Partner Data Interface Project, the, Crash Applications Strategy Plan Project, the Weigh in Motion Traffic Data Collection, and the EMS Response Time Impact to Highway Safety Project. The EMS related project was added as a new planned activity to the 3HSP in FFY 2025 but the other planned activities under this countermeasure were part of the original 3HSP submitted for FFY 2024. These projects are discussed in detail within the 2026 Traffic Records Strategic Plan. **There are no changes to this countermeasure for FFY 2026** because the projects are proceeding as planned.

#### **Program Area: Preventing Roadside Deaths**

##### *Countermeasure Strategy: Emerging Issues*

From 2020 to 2024, Pennsylvania has averaged nearly 102 shoulder-related crashes each year. During this same timeframe there were 40 Serious Injuries and 7 Fatalities in shoulder related crashes. The problem is especially dangerous for first responders who are the most vulnerable due to their exposure responding to traffic incidents. While Pennsylvania already conducts awareness efforts aimed at

promoting the Move Over Law, we are continuing to expand our outreach capabilities, gather more reliable data, and find more effective solutions to Preventing Roadside Deaths. It is hoped this additional awareness will result in a reduction of fatalities and serious injuries.

Mobile work zones are some of the most dangerous work zones and most difficult to message given that they are constantly moving. In the last 5 years, PennDOT has experienced 40 collisions related to mobile work zones, resulting in 4 fatalities and 9 injuries to workers, as well as damage to 25 equipment units, totaling nearly \$2 million in damages.

Digital alerts will improve motorist awareness by giving drivers advanced warning of upcoming hazards or work zones so that the motorist has time to prevent collisions and safely comply with Move Over laws. Improving motorists' reaction time will help to prevent roadside deaths in Pennsylvania.

Digital technology provides a necessary compliment to all traffic safety activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets. Activities designed to increase driver awareness of slow and temporarily stopped roadside vehicles allows states to develop a comprehensive approach towards reducing distracted driving while utilizing innovative technology to share information safely.

The planned activity under this countermeasure was added to the 3HSP in FFY 2025. This effort will continue into FFY 2026 as funds will be used to continue to expand technology being developed to alert motorists of the presence and location of mobile work zones and for other PennDOT roadside responder activities. The alerts will be deployed through PennDOT's 511PA alert app, Waze, and other traffic alert applications, and will provide automated protection messages on nearby changeable message signs. After the technology has demonstrated success, it would be made available to other traffic incident management partners such as law enforcement, EMS, and contracted freeway service patrols to provide protection for these responders as well. To add additional awareness, the technology would be promoted during national EMS week.

### ***Program Area: Driver and Officer Safety Education***

#### *Countermeasure Strategy: Educational and Outreach Programs*

This countermeasure was added to the 3HSP in FFY 2025 and included a planned activity in educational and outreach programming. 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. Educational programs targeted to appropriate age groups raises awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, and police departments increase knowledge of traffic safety campaigns, provide opportunities for collaboration to enhance program effectiveness, gather feedback for future program modifications, and standardize messaging among safety partners.

The planned activity submitted in FFY 2025 included a collaborative effort between PennDOT, the Pennsylvania Departments of Health and Education, and the Pennsylvania State Police. The working group of representatives from these agencies planned to develop an educational outreach campaign designed to raise awareness about safe traffic stops. This project was not executed in FFY 2025 and is now planned to be started in FFY 2026. **There will be no change to this countermeasure for FFY 2026.**