



Fiscal Year 2024-2026 Highway Safety Plan



Prepared by the

PennDOT Bureau of Operations - Division of Highway Safety and Traffic Operations

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Highway Safety Planning Process and Problem Identification

The Highway Safety Traffic and Operations Division (HSTOD) conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Below, the *Overview of HSP Planning Process* and *Annual Safety Planning Calendar* depict the annual planning cycle.

Overview of HSP Planning Process



Annual Safety Planning Calendar

Month	Activities
October	Solicit final reports and claims for grants ending September 30th. Program staff begins work on Annual Report. The first meeting of the annual Spring Traffic Safety Grantee Workshop planning committee is held. Conduct activities for CIOT Teen Mobilization in coordination with National Teen Driver Safety Week and begin Aggressive Driving Enforcement Wave 1. Conduct the Fall Communications Workshop for PennDOT safety grantees and Safety Press Officers.
November	Conduct first meeting of Safety Advisory Committee (SAC) to begin planning the next FFY Highway Safety Plan and Annual Grant Application. Final reimbursement claims for prior FFY are processed.
December	Finalize FFY Annual Report. Conduct second meeting of the SAC. Coordinate participation in the Holiday Season Impaired Driving Campaign.
January	Conduct final SAC meeting to establish FFY program area countermeasures and budgets. Program staff begins FFY project monitoring visits.
February and March	Submit FFY program budget to PennDOT Program Management Committee for executive approval. Coordinate Super Bowl and St. Patrick's Day Impaired Driving mobilization. Begin Aggressive Driving Enforcement Wave 2. Develop plan for participation in the National CIOT mobilization. Begin planning for the Fall Communications

	Workshop.
April to June	Solicit applicants for new FFY local grant opportunities and begin preparation of the Highway Safety Plan and Annual Grant Application. Conduct Spring Traffic Safety Grantee Workshop. Coordinate new Highway Safety Grant Agreements for FFY state projects approved by the SAC. Conduct activities for the National Distracted Driving Awareness Mobilization and National Work Zone Awareness Week.
May and June	Finalize Highway Safety Plan and Annual Grant Application after soliciting internal and NHTSA Regional Office comments. Participate in the National CIOT mobilization and coordinate activities for Motorcycle Safety Month, Youth Traffic Safety Month, and National Bicycle Safety Month. Develop plan for participation in the 4 th of July and National Crackdown Impaired Driving Campaigns.
July	Submit Highway Safety Plan to NHTSA. Begin Aggressive Driving Enforcement Wave 3. Coordinate activities for Child Passenger Safety Week.
August and September	Submit Annual Grant Application to NHTSA. Complete selection and subsequent negotiations of FFY local grants. Complete processing of FFY local and state agreements. Participate in the National Impaired Driving Crackdown and Child Passenger Safety Week. Send out close-out reminders to current FFY grantees.

Data Sources and Information

To identify the state's problem identification, performance measures, and countermeasure strategies we analyze a variety of data using sources such as the Pennsylvania's Crash Reporting System, arrest/citation data, and the PA Department of Health's database. The six sources noted with an asterisk are especially vital for public participation and engagement. This list is only a snapshot of the available resources at our disposal.

List of Data Sources and Information

- [2022 Pennsylvania Crash Facts & Statistics book](#)
- Pennsylvania Crash Data Analysis Retrieval Tool (CDART)
- Pennsylvania Crash Information Tool (PCIT)
- Pennsylvania's e-grant reporting system - [dotGrants](#)
- [National Highway Traffic Safety Administration](#)
- Countermeasures that Work -10th Edition 2020
- [Centers for Disease Control and Prevention](#)

- Administrative Office of Pennsylvania Courts (AOPC)
- PennDOT Driver Licensing Database
- Pennsylvania State Police Quarterly Reports
- US DOT National Roadway Safety Story Maps (arcgis.com)*
- Transportation Disadvantaged Census Tracts (arcgis.com)*
- Community Resiliency Estimates (US Census Bureau)*
- Justice 40 Tracts, November 2022*
- NCSA's Fatality and Injury Reporting System Tool (FIRST)*
- Promising Practices for Meaningful Public Involvement in Transportation Decision Making, October 2022 (US DOT)*

Strategic Partners and Stakeholders

The Safety Advisory Committee (SAC) members provide input on safety program areas and effective countermeasures to help achieve HSTOD's vision and mission. These programs primarily involve police traffic enforcement in combination with public education, awareness, and training. The SAC also approves funding levels for broader state and local safety programs which satisfy legislative requirements and contract coverage. The SAC does not address physical infrastructure improvements. Infrastructure safety programs are identified in the FHWA Highway Safety Improvement Program and in accordance with PennDOT Publication 638 (District Safety Manual).

The SAC typically consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, local government, and police departments. We will also explore ways to solicit public input towards the Safety Advisory Committee program development process.

The Program Management Committee (PMC) is a PennDOT executive-level committee that approves the State's overall Highway Safety Program based upon the targets and priorities established in the Strategic Highway Safety Plan (SHSP). The PMC has final approval on all budget changes.

Countermeasure and Strategy Selection Process

The statewide safety partners work to achieve Pennsylvania's safety targets through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. Crash and other data analysis provide justification for including identified program areas and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Pennsylvania.

The selected countermeasures and associated strategies are proven effective nationally, have been successful in Pennsylvania, and are appropriate given the data in the problem identification and the resources available. Each countermeasure (project/program) contains a description of the activity, who will implement, where it will be implemented, the funding code, and whether funding will be state, Federal, or a combination. The specific metrics will be used to evaluate the activities at the end of the fiscal year and to adjust the program as needed for the next year. Citations to the NHTSA publication “Countermeasures that Work, A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020 are included with the countermeasure descriptions (CTW, Chapter: Sections).

Coordination with SHSP

The Strategic Highway Safety Plan (SHSP) was recently updated in 2022 and prioritized emphasis on safety focus areas that have the most influence on improving highway safety throughout the state. This plan also established the Department’s safety goals. The ultimate goal is to reduce average fatalities and serious injuries in support of the national effort to end fatalities on our nation’s roads within the next 30 years. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania’s safety goal over the next five years is 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 our overall reduction goals. These components consist of:

1. Increased safety culture outreach to reverse current trends that began during the COVID-19 pandemic and reduce unsafe driving behaviors like impaired driving, speeding, aggressive driving and distracted driving.
2. Vehicle-assist safety features that are becoming more mainstream in the national vehicle fleet. However, it may take up to 10 years to turn over the existing fleet to allow for greater saturation of these emerging technologies.
3. Improved integration of Highway Safety Manual methodologies into planning and project development will lead to a greater safety return for the financial investment. This will drive a steeper decline in fatalities as we approach 2050.

Implementing these three factors, along with many other strategies addressed in the SHSP, will help Pennsylvania progress toward zero deaths and support the long-term federal goal for achieving zero deaths by 2050.

HSTOD staff has been an active partner in the SHSP process since the development of the plan in 2006 and are members of the SHSP Steering Committee. The 2022 SHSP was developed with hopes of maintaining and building on the momentum achieved by the state’s previous strategic

plans. This involved outlining both existing and new strategies, as well as the selection of 3 priority emphasis areas and 15 other Safety Focus Areas.

The SHSP was used in the development of the safety initiatives identified in the Performance Plan. The Performance Plan defines how the Commonwealth will utilize Federal Section 402 highway safety funds and other NHTSA incentive and special funding sections. The current SHSP document was published online in February 2022 and can be found at: <http://www.penndot.pa.gov/safety>.

Process Participants

In addition to the Safety Advisory Committee members, Pennsylvania has a variety of state and local safety partners who participate in the planning process. During FFY24-26, the Highway Safety Office will be working to enhance the effectiveness of the SAC by suggesting project ideas to help PA qualify for additional funding opportunities and expanding the composition of the SAC to additional partners representing new traffic safety voices and perspectives. It is also our goal to expand the SAC to include advocates from underserved populations or those overrepresented in the crash data.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) includes over 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates and delivers full-time police service for just over half of Pennsylvania's municipalities.

Municipalities with full-time PSP coverage represent just over 20% of the State population while municipalities with part-time PSP coverage represent just over 6%. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address impaired driving, aggressive driving/speeding, occupant protection, and bike/pedestrian issues. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police also hosts child safety seat fitting stations year-round, participates in Child Passenger Safety (CPS) trainings, and conducts seat check events during 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. They strive to provide top-quality programs and services that benefit the health, safety and well-being of all Pennsylvanians. The PA Department of Transportation has a similar message that aligns closely with that of the Department of Health. Both agencies are working to reduce injuries and fatalities and will continue identifying areas to combine efforts and utilize each other's resources. This partnership has produced new outreach

efforts along with expanded messaging and new networking opportunities. The Department of Health and PennDOT will continue to identify and expand on cross-messaging and programming.

Department of Education Institute for Law Enforcement Education

The Institute for Law Enforcement Education (ILEE) functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues. The SHSO plans to continue to fund ILEE to satisfy training needs for the police community. As a large number of strategies contained in this Highway Safety Plan are enforcement-based, providing and coordinating training for the police community is paramount in reaching the safety targets. Training is especially important for officers participating in Impaired Driving Enforcement. To act as the testing officer at NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and be NHTSA standardized field sobriety test (SFST) certified.

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

PennDOT contracts with the Traffic Injury Prevention Project (TIPP) for statewide child passenger safety coordination. TIPP helps to educate children, parents, school personnel, nurses, doctors, police, and the general 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, promotion of Heatstroke Prevention Awareness for car seat occupants, and making presentations to groups such as pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

The Highway Safety Office's grant program allows applicants to implement programming at the local level. Eligible applicants for most grants are local governments, State 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 Project grant funds 18 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety plan. Grants are awarded competitively or through formulae based on applicable crash data.

Community Traffic Safety Program

The Community Traffic Safety Program consists of projects which compliment 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 towards local highway safety issues and associated populations as identified by data review.
- Coordination of educational programs for various audiences.
- Utilization of materials/programs/projects which are appropriate and effective.
- Education of the public concerning Pennsylvania's motor vehicle laws.
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming.
- Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate traffic safety messages to the public.
- Participation and Meaningful Public Engagement with communities overrepresented in the crash data.

Local Police

About half of Pennsylvania municipalities are served by local police departments. These municipalities make up approximately 80% of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, pedestrian safety, and impaired driving. They participate in high-visibility enforcement efforts for national mobilizations and local campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs. The Local Police departments are also encouraged to participate in Meaningful Public Engagement (MPE) on behavioral highway safety topics.

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. Over the past 20 years PennDOT has provided DUI Court grants to 15 different counties.

Problem Identification

Traffic Crashes are one of the largest safety threats to Pennsylvania residents. Over the past five years, 591,966 reportable crashes and 5,787 fatalities have occurred on our roadways. According to the National Highway Traffic Safety Administration (NHTSA), an error related to driver behavior is the cause of 94% of all crashes. To combat this issue, PennDOT will use proven countermeasures to address these preventable driver behavior errors and ultimately reduce the number of crashes and fatalities. Our traffic safety awareness efforts will be delivered through coalition development, community outreach, earned media, high visibility enforcement, social media, school programs, and training. We will have a fluid data driven approach that constantly analyzes and evaluates the latest crash and demographic information. Planning and effective programming will result from our ongoing analysis.

PennDOT directs resources to the areas of greatest need relative to their contribution to the state-wide crash problem. Crash issues where crash and fatality data is trending in the wrong direction will be prioritized. Fortunately, Pennsylvania did see a 4.1% fatality reduction, a 8.5% reduction in serious injuries, and a 1.6% reportable crash reduction from 2021 to 2022. The 115,908 reported crashes represent the lowest total over the past 20 years. These decreases help to complement the projected 0.3% decrease in national traffic fatalities as reported by NHTSA on April 20th. Pennsylvania is one of 27 states expecting to experience a fatality reduction from 2021 to 2022. Unfortunately, the fatality numbers on several key safety focus areas, including total statewide fatalities, still remain above their prior 5-year averages.

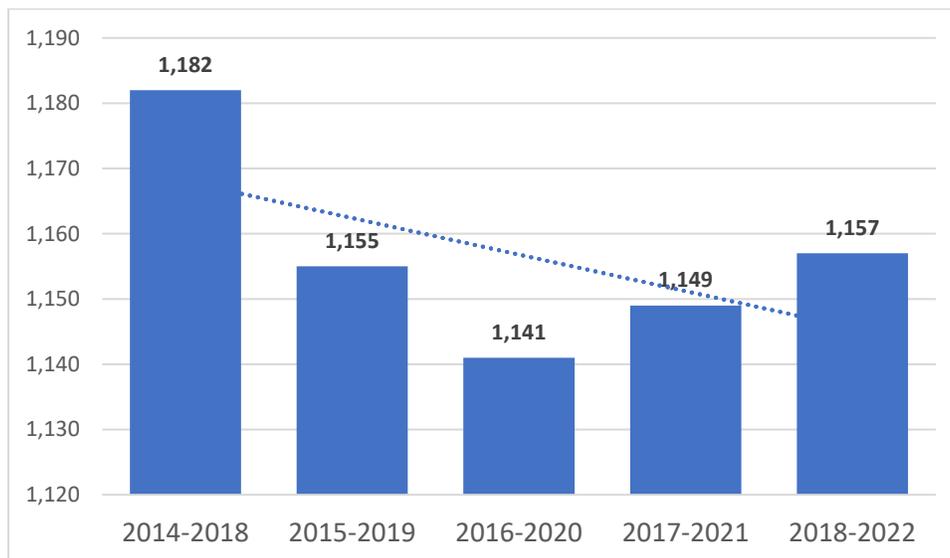
Behavioral areas where Pennsylvania saw a decrease in fatalities from 2021 to 2022:

1. Unbelted Fatalities- 3.5% reduction. FARS, C-4 Performance Measure
2. Speeding-related Fatalities- 12.6% reduction. FARS, C-6 Performance Measure
3. Motorcyclist Fatalities – 2.2% reduction. FARS, C-7 Performance Measure
4. Unhelmeted Motorcyclist Fatalities- 5.5% reduction. FARS, C-8 Performance Measure
5. Bicyclist Fatalities – 28.5% reduction. FARS, C-11 Performance Measure
6. Vulnerable Road User Fatalities – 3.4% reduction. State Data
7. Aggressive Driving Crash Fatalities – 5.5% reduction. State Data
8. Mature Driver (65+) Crash Fatalities – 5.6% reduction. State Data
9. Work Zone Crash Fatalities – 12.5% reduction. State Data

Behavioral areas where Pennsylvania saw an increase in fatalities from 2021 to 2022:

1. Operator w/BAC .08 – 7.6% increase. FARS, C-5 Performance Measure
2. Drivers Age 20 or Younger Fatalities - .8% increase. FARS, C-9 Performance Measure
3. Pedestrian Fatalities – 3.9% increase. FARS, C-10 Performance Measure
4. Distracted Driving Crash Fatalities – 33.3% increase. State Data
5. Heavy Truck Crash Fatalities – 4.4% increase. State Data

Historic Traffic Fatalities, Five-Year Averages (2018-2022)



According to NHTSA’s *The economic and societal impact of motor vehicle crashes, 2019. (Revised)* (February 2023), “those not directly involved in crashes pay for over three-quarters of all crash costs, primarily through insurance premiums, taxes, congestion related costs such as travel delay, excess fuel consumption, and environmental delay.” In Pennsylvania the economic loss due to traffic crashes was \$2,262 to every man, woman, and child (Pennsylvania Crash Facts Book 2022). The best way to reduce motor vehicle crash costs is to prevent them, and when they do happen, to prevent injuries. To sustain current trends and facilitate the strongest data driven approach to identifying and addressing the behavior related issues on Pennsylvania roadways, Police Traffic Service (PTS) grants were fully implemented statewide in FFY 2021. These grantees receive funding to address four sustained enforcement opportunities – Impaired Driving, Occupant Protection, Aggressive Driving/Speeding, and Pedestrian Safety (where applicable). Statewide PTS Grantee coverage will continue in FY 24-26 as 750 municipal police departments will participate under 50 separate Task Force Grants.

Over the next few pages we will briefly touch on a few of the Behavioral Safety Focus areas that fall under the scope of the PennDOT Highway Safety Office. Additional problem identification can be found in the Program Areas section of this report starting on page 44.

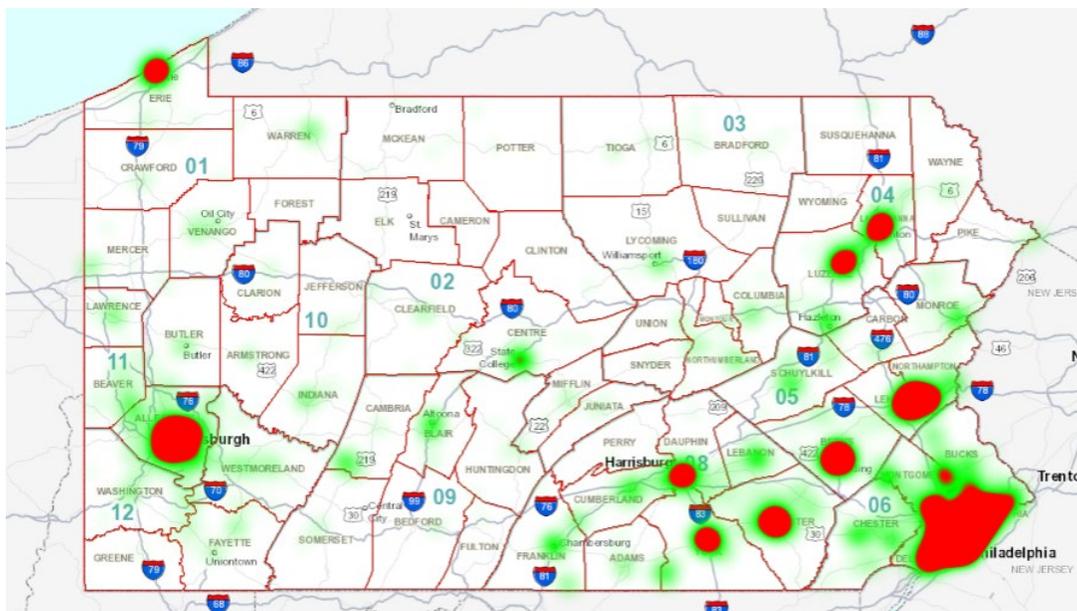
A safety focus area of perpetual concern in PA is pedestrian safety. Although the fatalities have fluctuated over the last 5 years, 2022 is the second consecutive year with a fatality increase. Pedestrians account for 15.5% of all traffic deaths in Pennsylvania, despite representing only 2.7% of traffic crashes. In FFY 2024-26, the Highway Safety Office will provide dedicated pedestrian safety enforcement funds (FFY 24: \$1,100,000, FFY 25: \$1,165,700, FFY 26: \$1,231,736) to addresses these crash issues. Promoting comprehensive and community-driven pedestrian safety programs is also a major focus of our Community Traffic Safety Grantees

(CTSP). The CTSP Coordinators are tasked with identifying high crash locations and directing programming based on local need. The table below shows Pennsylvania’s highest crash pedestrian municipalities over the last five years. Our local partners are encouraged to run similar queries within their own counties and dedicate efforts based on a municipality’s contribution to the crash picture. If a certain city makes up 15% of the crash problem, our grantees should strive to spend 15% of their resources in that municipality. Local problem identification should include this type of analysis for each Safety Focus Area. Once a municipality is identified, a map can be generated to locate specific high crash locations in that town/borough.

Rank	Municipality	Crashes
1	PHILADELPHIA (CITY)	6064
2	PITTSBURGH (CITY)	1008
3	ALLENTOWN (CITY)	492
4	READING (CITY)	422
5	LANCASTER (CITY)	295
6	SCRANTON (CITY)	278
7	UPPER DARBY (TWP)	262
8	ERIE (CITY)	235
9	YORK (CITY)	180
10	HARRISBURG (CITY)	165

A heat map displays the magnitude of the crash issue based on query data, giving clues to where the clusters occur; a statewide pedestrian crash heat map (below) provides such clues. Grant recipients can create maps like these to identify areas to target their pedestrian safety efforts using the PCIT query tools.

Heat Map: 2022 Crashes involving a Pedestrian



Source: <https://crashinfo.penndot.gov>

As impaired driving is always an issue, drugged driving fatalities continue to be a concern in Pennsylvania. The current 5-year average for drugged driver fatalities has risen to 295, a 12% increase from the 5-year average of 2013-2017. Municipal police departments arrested approximately 321 drugged drivers during grant funded Impaired Driving enforcement events in FY 2022, a 27.8% increase in DUI-Drug arrests from the prior grant year. An additional 61 drugged driver arrests were made during other municipal grant funded enforcement efforts in FY 22.

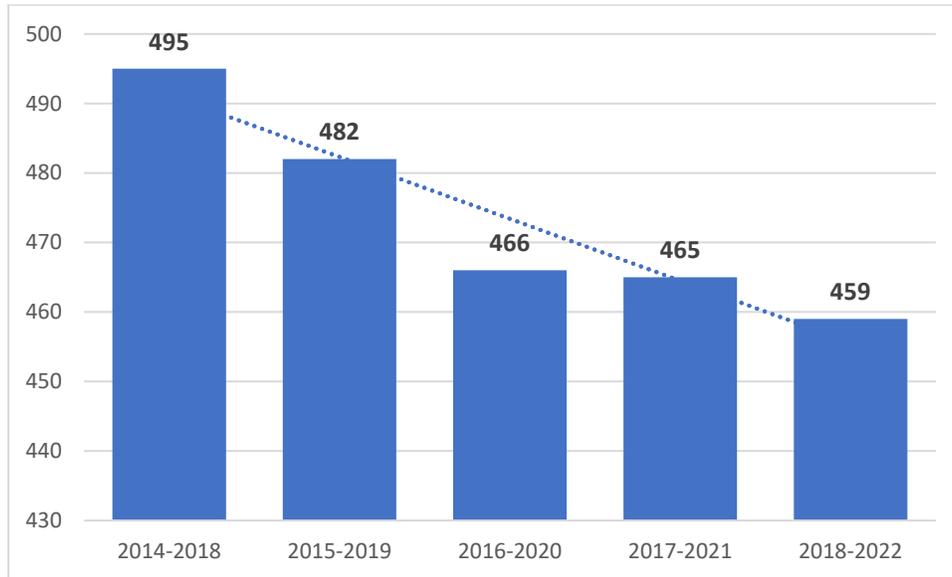
In an effort to support the funding used for high visibility enforcement, Pennsylvania issues funding to the PA DUI Association to hold Drug Recognition Expert (DRE) schools across the state. We look forward to continuing the successes of the Commonwealth’s DRE Program in FFY 2024-26. In FFY 22, over 2,200 DRE Evaluations were conducted by approximately 250 DREs. The PA DUI Association also provides the highly requested Medical Marijuana Law Workshop and Drug Trends trainings.

Below is a PCIT generated chart showing the municipalities with the most impaired driving crashes over the prior five-year. These municipalities are prioritized in Impaired Driving training, outreach, and funding. Each of these municipalities has an active Impaired Driving Enforcement operation under their local PTS Grant.

Rank	Municipality	Crashes
1	PHILADELPHIA (CITY)	2843
2	PITTSBURGH (CITY)	1692
3	ALLENTOWN (CITY)	705
4	ERIE (CITY)	553
5	BENSALEM (TWP)	435
6	SCRANTON (CITY)	403
7	LANCASTER (CITY)	360
8	HARRISBURG (CITY)	358
9	WILKES-BARRE (CITY)	340
10	BETHLEHEM (CITY)	323

The five-year average for speeding-related fatalities have declined 7% since 2018 but, for the years 2018 through 2022, still accounted for 39.6% of all fatalities. Speeding-related fatalities also account for “driving too fast for conditions” and “racing.” Speed is a major focus of our PTS grant program and is the most common cause for a traffic stop. Over 48,000 speeding citations were issued in FY 2022 during grant funded overtime enforcement in Pennsylvania.

Speeding-Related Fatalities, Five-Year Averages (2018-2022)

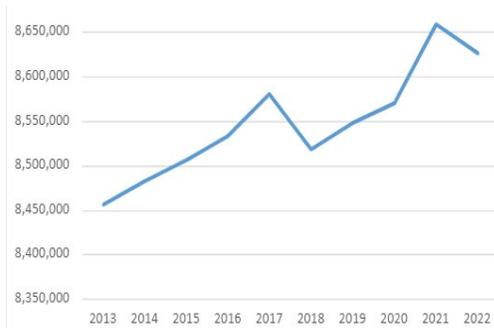


The Centers for Disease Control and Prevention (CDC) reports that motor vehicle crashes are the leading cause of death for U.S. teens. Everyday eight teens are killed in crashes and hundreds more are injured. In 2022, there were 28 fatalities in crashes involving a 16–17-year-old driver. This was a decreased from 45 fatalities in 2021. According to the [High School Youth Risk Behavior Survey for Pennsylvania](#), 38.8% of the young drivers texted or emailed while driving at least once during the 30 days prior to the survey.

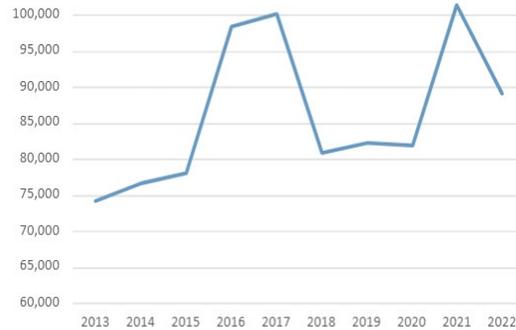
Distracted driving is a serious concern among all age groups in Pennsylvania. The [AOPC](#) reports that from 2018-2022, 61% of distracted driving citations were given to people in their 20’s (32%) or 30’s (29%) and 71% of people cited were male. Despite a 7.1% reduction in Distracted Driving crashes from 2021 to 2022, there were 20 more fatalities reported (a 33% increase). This data inconsistency underscores the difficult nature in accurate reporting of Distracted Driving crashes. Pennsylvania will continue to address distracted driving awareness and teen driver safety through the Community Traffic Safety Projects (CTSP).

Over the last 10 years (2013-2022), the annual total number of licensed drivers in Pennsylvania and the subset of those ages 16 and 17 do not show a consistent trend. Pennsylvania prioritizes the initial training opportunity for the youngest and most inexperienced Pennsylvania’s drivers. Establishing safe driving habits will increase the chances that a new driver navigates the novice stages of their driving experience without incident of crash or citation.

Total Licensed Drivers, Class C (PA)



Licensed Drivers (PA), ages 16 and 17



PTS and CTSP grant applicants receive a funding allocation based on the finalized crash data in their coverage areas. The grant info sheets require applicants to apply for and have access to the associated Pennsylvania Crash Information Tool (PCIT) website’s Restricted Access section to help identify historic and emerging data trends. The reportable crash data in their coverage area (required to be utilized as the foundation for the proposals) is available for download at the start of the grant application period. Grantees also have access to the most recent, non-public (non-finalized), data and are encouraged to periodically re-evaluate their existing strategies and time allocations. Below is a subset of the summary table of the statewide annual (2022) fatality data, which is displayed in the CTSP section of the restricted access section of PCIT. Each applicant’s landing page also displays a comparison of their specific coverage area(s) to the overall total Statewide crash picture.

	Statewide Fatalities (2022)	Total Population	Fatalities Per 100,000 Population	SFA (% of Statewide Fatalities)
Total Fatalities	1179	12,702,379	9.3	100%
Aggressive Dr/Speed	448	12,702,379	3.53	38.0%
Bicycle Safety	15	12,702,379	0.12	1.3%
Child Safety	66	12,702,379	0.52	5.6%
Commercial MV	181	12,702,379	1.42	15.4%
Distracted Driving	80	12,702,379	0.63	6.8%
Impaired Driving	452	12,702,379	3.56	38.3%
Mature Driver	285	12,702,379	2.24	24.2%
Motorcycle Safety	222	12,702,379	1.75	18.8%
Pedestrian Safety	188	12,702,379	1.48	16.0%
Seat Belts	453	12,702,379	3.57	38.4%
Teen Driver	128	12,702,379	1.01	10.9%
Work Zone Safety	14	12,702,379	0.11	1.2%

**Note: Data in the table above represents specific crash flags that may vary slightly from the crash flags used for the HSP Performance Measures. Each fatality may be listed in more than one Safety Focus Area.*

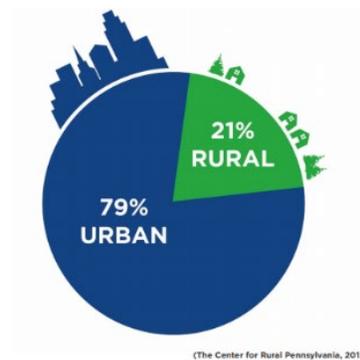
With Pennsylvania’s unique geography and population distribution, the health risks vary among demographics including urban and rural populations, racial and ethnic minorities, and by age. Promoting health equity involves providing every person, regardless of location, religion, race, ethnicity, sexual orientation or gender identity and expression, the same opportunity to travel safely and reach their intended destinations. Below is Pennsylvania’s overall Crash Fatality information broken down by Race/Hispanic Origin (State Traffic Safety Information Report - STSI). We must identify and address overrepresentation in the crash data in both the overall numbers and within specific safety focus areas. Reaching out and engaging with populations that are overrepresented in the data will help fill a Traffic Safety information gap and hopefully result in safer multimodal transportation usage.

Person Type by Race/Hispanic Origin ¹		2017	2018	2019	2020
Occupants (All Vehicle Types)	Hispanic	34	38	40	64
	White Non-Hispanic	630	715	468	644
	Black, Non-Hispanic	64	89	51	112
	American Indian, Non-Hispanic/Unknown	1	1	0	0
	Asian, Non-Hispanic/Unknown	5	10	5	10
	All Other Non-Hispanic or Race	21	17	9	6
	Unknown Race and Unknown Hispanic	203	99	317	119
	<i>Total</i>	958	969	890	955
Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown NonOccupants)	Hispanic	8	21	7	16
	White Non-Hispanic	100	142	76	102
	Black, Non-Hispanic	32	25	14	35
	American Indian, Non-Hispanic/Unknown	1	0	0	0
	Asian, Non-Hispanic/Unknown	4	6	1	5
	All Other Non-Hispanic or Race	5	3	2	2
	Unknown Race and Unknown Hispanic	29	24	69	14
	<i>Total</i>	179	221	169	174
Total	Hispanic	42	59	47	80
	White Non-Hispanic	730	857	544	746
	Black, Non-Hispanic	96	114	65	147
	American Indian, Non-Hispanic/Unknown	2	1	0	0
	Asian, Non-Hispanic/Unknown	9	16	6	15
	All Other Non-Hispanic or Race	26	20	11	8
	Unknown Race and Unknown Hispanic	232	123	386	133
	<i>Total</i>	1,137	1,190	1,059	1,129

To help bring highway safety education and awareness to the underserved populations across Pennsylvania, additional funding has been made available for the Community Traffic Safety Projects (CTSP) in FFY 2024-26. Although the CTSPs will continue to address highway safety issues identified through crash statistics, these educational projects will also address populations beyond those identified by crashes alone. An additional \$1.4 million is available for CTSP application over the next three years to provide services, education, and resources to their identified underserved communities. Ongoing Equity training and engagement opportunities will be held in the upcoming fiscal years to assist our CTSP coordinators with future application of the funding and programming. By using other data sources to identify populations and communities that lack resources and transportation access, our educational projects will be able to deliver safety programming to all Pennsylvanians.



Pennsylvania has a large rural area represented by 48 of the Commonwealth’s total 67 counties; however, nearly three-in-four citizens live in an urban area. The number of Pennsylvanians living in urban areas increased 2% between 2010 and 2020 while the rural population declined about 2%. This shift will likely include changes in travel preferences requiring continued monitoring during program planning. We must also look at home municipalities of those involved in crashes and not just the physical location of where they crash. Identifying common locations of driver origin will help us identify places most in need of behavioral safety education.



Across Pennsylvania the population is aging, with shifting transportation options and needs. According to Census Data, the Commonwealth ranks 5th in the number of residents over the age of 65. This ranking coincides with Pennsylvania being 5th overall in total population. Despite these numbers, Pennsylvania ranks 9th in the percentage of total population (19.1%) over the age of 65. Mature Driver Fatalities in Pennsylvania saw a decrease from 302 in 2021 to 285 in 2022.

Methods for Project Selection

As noted earlier, the PennDOT Safety Advisory Committee develops and submits funding levels for broader state and local behavioral safety programs. Upon successful approval of the funding package by the PennDOT Program Management Committee (PMC), the Pennsylvania Highway Safety Office (PA HSO) initiates one of two steps for each approved program:

State Agency Programs - These programs are assigned to appropriate state agencies during the Safety Advisory Committee process. Once approved by PMC, the PA HSO can immediately begin directly working with the assigned state agency to develop a Notice of Subgrant for the identified budget period.

Other Programs - These programs fall into one of two categories, allocation-based or competitive-based grants. Both types are required to use PennDOT's e-grants management system. Summary information about these program opportunities can be found on PennDOT's [Safety Grants](#) webpage. More specific grant application information including, a description of the program, program requirements, eligibility and qualifications, and guidance on administering the funds is available to interested parties upon request.

- Allocation-Based - Grant programs designed to fund common activities across the Commonwealth as part of the state's highway safety program utilize allocation formulas based on reportable crashes to establish participating subrecipients and associated project budgets. These activities include traffic safety enforcement and educational outreach tasks. The eligible applicants are restricted to county or municipal governments.
- Competitive - Grant programs designed to fund unique activities across the Commonwealth that could be performed by multiple types of potential subrecipients. Examples of competitive grants are JOL, TSRP, and DUI Courts. Eligible applicants for competitive grants are listed on the webpage.

The PA HSO is committed to a diverse grant network and values inclusion as we seek to solicit, develop, and partner with the most qualified grant applicants to participate in the Commonwealth's Highway Safety Program. Additionally, statewide program and grantee personnel are expected to ensure limited resources are equitably allocated, strive to change the traffic safety culture in their communities, and support reforms to achieve justice.

All grant applications are reviewed by PA HSO staff using a standard process covering the: Problem Statement, Alignment to Strategic Focus Area and NHTSA goals, Program Activities, Measurement of Results/Evaluation/Effectiveness, Past Performance, Agency/Personnel Qualifications, and Proposed Budget. Applicants are also required to include analysis of data beyond the crash statistics to ensure safety programming and resources are reaching all communities across Pennsylvania. Successful applications are determined by how well the

applicant's proposal addresses problem identification, program targets, and project evaluation. Applicant agency qualifications and the proposed project budget also are considered in scoring applications. Unsuccessful applicants are provided the opportunity for a debriefing by the department. The discussion is limited to a critique of the submitted proposal. The feedback is designed to help the applicant strengthen future submissions.

Successful applicants move into negotiations with the HSO staff. Negotiations include requested changes to project scopes, measurements, and budgets. Upon completion of negotiations, proposals are routed through the eGrants grant approval workflow, consisting of review and electronic approval by HSTOD, Office of Chief Counsel, Office of the Comptroller, and Department of Treasury personnel. Once approved and implemented, all projects are monitored in accordance with procedures established by PennDOT reflecting state and federal rules and regulations. Project Directors of non-enforcement grants are required to submit quarterly reports indicating activities and progress on standard quarters: October to December; January to March; April to June; and July to September. Annual reports also are requested for identified projects. The Police Traffic Services projects are required to submit enforcement activity reports for all operations under the project.

Description of Outcomes

In addition to the description of the HSP coordination with the SHSP described earlier in this plan, including the establishment of the three shared performance targets, there are additional outcomes from this collaborative effort:

- Developing common and consistent targets, including the methods for establishing targets, in support of a comprehensive approach towards meeting collective goals.
- Many of the actionable items and strategies identified in the PA SHSP serve to guide and inform countermeasure selection for the PA HSP, ensuring a linkage between the documents in addition to the common performance measures. The 2022 PA SHSP includes four fundamental requirements to guide the implementation of the effort. These are leadership, collaboration, communication, and data collection-analysis. Each safety focus area has a lead organization and the individual action items under each strategy also has a lead. This will ensure accountability while delivering the action items contained in the SHSP.

Public Participation and Engagement

Introduction

Traffic safety is facing two significant problems – a rise in fatalities and disparities in those crash outcomes. It's more important than ever to identify and reach the underserved communities across Pennsylvania to achieve our overarching goal of changing driver behavior and increasing overall safety on our roadways as we work toward zero deaths.

To involve both underserved communities and those overrepresented in crash data in the planning process for the triennial highway safety plan, Pennsylvania focused first on identifying and engaging with these communities.

It is important to note that race and ethnicity information in state crash data is limited to those who are killed in crashes. To aid in the identification of those underserved or overrepresented, Pennsylvania relied on digging deeper into the other available data such as the Justice 40 Mapping Tool, the US Census Bureau Community Resilience Estimates, the Exploring Fatalities and Equity Map depicting Historically Disadvantaged Communities (National Roadway Safety Strategy ArcGIS Story Map), and the NCSA's Fatality and Injury Reporting Systems Tool (FIRST).

Meaningful Public Engagement

Pennsylvania reaches the public with traffic safety messaging through PennDOT's 18 Community Traffic Safety Projects (CTSP). CTSPs are outreach and engagement grantees who interact with the public on behavioral highway 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.

In anticipation of incorporating plans to engage underserved communities in FFY 2024-2026, PennDOT added more than \$220,000 in equity funding to CTSP grants in FFY 2023. These funds were used for a variety of projects including but not limited to translation and printing of traffic safety publications; purchase of car seats and booster seats for distribution in low-income neighborhoods; purchase of traffic safety children's books; highway safety training for educators, teachers, and community organizers to incorporate into lesson plans and presentations; driver's education through the use of a driving simulator in neighborhoods and school districts without access to driver's education; development of a peer-to-peer outreach program; and implementation of a Vision Zero Ambassador Program (Philadelphia).

Roundtables

In particular, the Washington CTSP conducted two roundtable discussions in March 2023, one in Washington (Washington County) and one in Monessen (Westmoreland County). These local public meetings brought together a diverse set of partners with a mission of tackling complex behavioral traffic safety issues and gathering input for future highway safety planning.

Washington and Monessen are both identified as underserved communities with several risk factors. Prior to the meetings, data was analyzed to determine an approach and crash reports were studied to find common factors in local fatal crashes. Identifying and discussing prevalent crash factors helped educate community leaders on the safety focus areas that have the most influence on improving traffic safety in their neighborhoods.

Several topics dominated the conversation at both roundtables, including vulnerable road users, school bus safety (both riding the bus and walking to and from the bus stop), and building trust between the community members and their local police.



Washington City Roundtable, 3/15/23



Monessen City Roundtable, 3/22/23

The promotion and implementation of additional highway safety programming in both Washington and Monessen was the general outcome of the Washington CTSP roundtable discussions. Relationships were established with both hosts – a local community center and Monessen Middle/High School – and they will be valuable partners in reaching the community with programming in the future. Specifically, these locations will partner with CTSP staff to deliver youth traffic safety topics, such as pedestrian safety, to the students they serve.

The venues will also serve as sites for law enforcement programs and public engagement with a goal of building trust with the community and delivering meaningful highway safety messages. Additionally, the Monessen Police Department, who was not previously a member of the local Laurel Highlands Traffic Safety Task Force, expressed an interest to participate in traffic safety initiatives under the local Police Traffic Safety (PTS) grant. The Westmoreland County Commissioners also asked for a copy of Pennsylvania’s Highway Safety Calendar and plan to follow it and help amplify traffic safety messaging through their social media channels throughout the year.

The roundtables held by the Washington CTSP have led to new partnerships and the expansion of highway safety programming in the communities. After the roundtable discussions, staff are planning or have implemented school bus safety programs in both Monessen and Washington School Districts, pedestrian safety outreach with the Washington Police Department, community outreach with the Washington Gay Straight Alliance, traffic safety programs at the Monessen Senior Center, trained a Monessen Police officer as a new car seat technician, completed a car

seat safety check at Mon-Valley EMS in Monessen, and partnered with the Commissioner Chief of Staff to create highway safety school programs for the Monessen School District.

With the overarching goal of creating new partnerships and expanding highway safety programming to reach new communities, PennDOT is expanding this pilot project in FFY 2024 to all CTSPs.

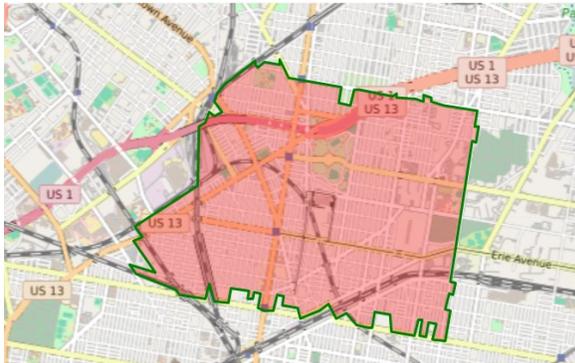
Data Analysis

One area of concern that shows overrepresentation is youth pedestrian fatalities. Over the past five years there were 40 fatalities in Pennsylvania involving pedestrians under the age of 18. Of these 40 victims, 22% were African American (12% of the PA population) and 25% were Hispanic (8% of the PA population). It's imperative to identify these issues and discuss solutions with the local community. It is hoped that the communities most impacted will also be receptive to increased educational programming and more engagement opportunities from their local CTSP. Young pedestrians are the most vulnerable road users.

The overrepresentation seen in youth pedestrian fatalities is also evident when looking at pedestrian crashes for all ages. Of the 677 most recent pedestrian fatalities in the past five years with reported race and ethnicity statistics, 20% (139 individuals) of the victims were African American and 10% (71 individuals) were Hispanic. Amongst the Hispanic fatalities, 12% were Central or South American, 5% were Cuban, 5% were Mexican, and 45% were Puerto Rican. The remaining 30% of Hispanic pedestrian fatalities did not have a specified origin. The three most dangerous home zip codes for fatalities involving an African American pedestrian are all in Philadelphia (19132: 9 fatalities, 19140: 6 fatalities, 19143: 5 fatalities). The three most dangerous home zip codes for fatalities involving a Hispanic pedestrian are also in Philadelphia (19124: 4 fatalities, 19134: 4 fatalities, 19140: 4 fatalities).

The 19140-ZIP code in North Philadelphia appears as a dangerous home ZIP code for both African American (6 fatalities) and Hispanic pedestrians (4 fatalities) over the past five years of data. Several Justice 40 tracts appear in this ZIP code and all tracts meet at least four categories. One of the tracts partially covered by 19140 meets all eight Justice 40 categories (there are a total of four Justice 40 tracts in Pennsylvania that meet all eight categories). Three different tracts touched by this ZIP code also qualify under the highest category in the Community Resilience Estimates with at least 50% of the population exhibiting three or more risk factors. The 19140-ZIP code touches several different neighborhoods and has a total population around 54,000. These neighborhoods would be ideal locations to host roundtables over the next three years. The Philadelphia CTSP has always made North Philadelphia a priority and will continue to direct equity-based funding to this section of the city. Some of the recent outreach conducted by the Philadelphia CTSP in the 19140-ZIP code include a Bike Rodeo at St. Christopher's Hospital, programming at the Lil' Philly Safety Village in Hunting Park, Safe Routes to School Outreach at Gratz and Little Flower High Schools, establishment of a Slow Zone at Cramp Elementary School, and safety outreach concerning the intersection of Broad, Germantown, and Erie Avenues. Equity funding from the CTSP grant also helps purchase geotargeted traffic safety paid media in North 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 their Equity funding for a Vision Zero Ambassador Program.



19140 Zip Code Map



Vision Zero Ambassadors

The ambassador program began in the Summer of 2022 and 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. Since the inception of the program, the six ambassadors have reached over 450 people at 22 events. Philadelphia hopes to grow the program and increase the number of ambassadors from six to ten in FFY 24-26. The creation, development, and growth of this program resulted from engagement in strategic planning sessions with community members of underserved communities. Two of the ambassadors reside in the 19140-ZIP code and their collaboration primarily occurs in 19140 and its local neighborhoods. Some of the recent Vision Zero Ambassador engagement in the 19140-ZIP code include a Voice of Praise Monthly Meeting and Vision Zero Event at Hunting Park. Other Ambassador community engagement events in adjacent ZIP codes and city neighborhoods include an Emancipet & the People Event, a Record Clearing & Sealing Clinic, the End of the Month Jawn at Malcolm X Park, Juneteenth at Hatfield House, We Embrace Fatherhood Father's Day Cookout, Philabundance Food Give-away, and Jazz on the Ave.

Future Planning

Pennsylvania’s primary strategy to increase public participation and engagement will be through the use of roundtable discussions. With the hope of replicating the success of the Washington CTSP’s roundtable discussions, each of PennDOT’s 18 CTSPs will be responsible for coordinating and executing at least one roundtable each year for all three federal fiscal years of the Highway Safety Plan.

To assist with this requirement, PennDOT provided guidance on the expectations of the roundtables during the Fall Communications Workshop in Williamsport in October 2022. The Highway Safety Office also established periodic roundtable planning conference calls in January 2023 for the purpose of sharing strategies and outcomes. Additionally, \$1.4 million in equity funding will be made available for CTSPs over the next three years of this Highway Safety Plan. Funds will be used to implement roundtable discussions, enhance existing programming, continue plans that began in FFY 2023, and implement new initiatives. Making connections in underserved communities will help Pennsylvania bridge a highway safety information gap as new partners spread highway safety messaging within their own organizations and provide new venues for programming.

The CTSP coordinators already have a network of contacts and have access to many local neighborhood community organizers. They will be able to use these contacts for planning, promotion, and execution of the roundtables. The state Highway Safety Office, based in Harrisburg, will also attend and help facilitate roundtables and other forms of planned meaningful public engagement (MPE). The Highway Safety Office attendance is vital since comments gathered during MPE will craft traffic safety planning.

Roundtable meetings will occur in municipalities with underserved communities who will benefit from increased behavioral highway safety programming or funding. While the starting goal is 18 roundtables per fiscal year (one per project), CTSP coordinators are permitted to plan and execute additional roundtables to accommodate multi-county projects and keep planning meetings manageable.

All roundtable discussions will take place in locations accessible for community members. We intend for these locations to be in the borough/town and walkable/bikeable for most of the residents. If possible, the meetings will be accessible by public transportation; however, a lack of public transportation options is often a factor in underserved communities. Public transportation in some of the more rural locations will not be an option. The selected locations and rooms must be handicap accessible. Attendees will have the option of attending in person, through Microsoft Teams, or through a call-in number. Inclusion is an important aspect to these roundtable discussions. All community members are invited and encouraged to join the conversation. Open discussion is a crucial element of roundtables, and it is imperative that everyone has an opportunity to have their voices heard. Although not required, CTSPs will be strongly encouraged to move their roundtable to a different location each year to be accessible to different populations and communities.

PennDOT's CTSPs will be tasked with organizing the event and inviting local safety partners, community organizers, and leaders. Invitations will be shared with representatives from the host venue, along with known highway safety professionals such as the local PennDOT Safety Press Officer (SPO), nearby CTSP staff, Traffic Injury Prevention Program Coordinators, AAA representatives, the local law enforcement liaison and DUI regional program administrator, state and local police, transportation professionals like county and regional planning organizations, public transit representatives, city and county health bureaus, county housing authorities, children and youth services, representatives from local school bus companies, community

policing staff, religious and faith-based leaders, representatives from the Plain Community, equity and inclusion professionals, and nonprofit organizations such as the local library, Salvation Army, NAACP, and YMCA/YWCA.

The roundtable discussions will all follow a similar agenda, kicking off with presentations from the organizing CTSP, followed by presentations from SPO, and Highway Safety Office Staff. The Washington CTSP roundtable discussions also included a presentation by the State Police Heritage Affairs Liaison Officer entitled, “The Importance of Understanding Diversity, Equity, Inclusion, and Biases.” Through open discussion following this presentation, attendees were able to gather relevant highway safety issues pertinent to the area. It will be encouraged that CTSPs include the same or a similar presentation as part of their roundtable discussions in order to set the tone of meetings and encourage open and honest conversations.

The information gathered during roundtables will help the Highway Safety Office (HSO) with current and future planning of countermeasure strategies and programming funds. The results from these engagement opportunities will be used to adjust current programming and aid in highway safety planning. A goal of the roundtables is to help identify needs which can be met using this additional equity funding. Other goals include expanding our reach, enhancing existing programming, and developing new ideas that will better include underserved communities and overrepresented populations.

PennDOT will continuously follow up on all completed Roundtables to gather information and further identify needs of underserved communities. We will do our best to incorporate these findings into our Highway Safety Plans.

Comments during discussion at both of the Washington CTSP roundtables indicated that increased non-enforcement police engagement is crucial for a healthy community. PennDOT is applying this input to the Highway Safety Plan for FFY 2024-2026 and allowing use of Section 402 funds (Police Traffic Safety grants) to support the execution of events, such as “Coffee with a Cop.” PennDOT Highway Safety Office staff will attend these new public engagement events, gather information from the community, and apply outcomes to future program planning. Local CTSP staff, as well as law enforcement liaisons can help promote these events and ensure they are focused on behavioral highway safety topics.

As mentioned in the introduction of the PPE section, the Justice 40 Mapping Tool, the US Census Bureau’s Community Resilience Estimates, the Exploring Fatalities and Equity Map depicting Historically Disadvantaged Communities (National Roadway Safety Strategy ArcGIS Story Map), and the NCSA’s Fatality and Injury Reporting Systems Tool (FIRST) have been and will continue to be used to identify the underserved and overrepresented populations. While each of the four national resources provide a slightly different and valuable analysis to identify potential locations, we will most heavily rely on the Justice 40 data for planning outreach. The Justice 40 initiative was created to address decades of underinvestment in disadvantaged communities and intends to fill gaps in public service. Justice 40 tracts with the most disadvantaged categories will be prioritized, specifically those that meet five or more categories. There are 884 tracts in Pennsylvania that register at least one Justice 40 disadvantaged category. While analyzing locations that qualify under multiple Justice 40 categories, it is also crucial to

overlay the US Census Bureau's Community Resilience Estimates. Justice 40 tracts that have 50% or more of the population experiencing three or more Community Resilience Estimate risk factors are most in need of public resources.

PennDOT plans to merge the national data with Pennsylvania crash data related to common home ZIP codes of fatally injured traffic victims and common home ZIP codes of the drivers involved in those crashes. This strategy will focus the analysis on where the victim and driver reside and not the physical location of where they crash. While we have the ability to gather age, sex, and impairment of people involved in all Pennsylvania crashes; our crash reporting only enables us to gather racial data on fatal crashes. (Pennsylvania is currently looking into options on gathering demographic data for hospital visits that result from a crash. This will help us expand our data capabilities and help us better identify disparities.) This analysis, when merged with the national data (Justice 40, National Roadway Safety Strategy, Census, and FIRST tool) will inform us on locations and topics for more local Roundtables and specific traffic safety issues those engagement opportunities should address.

Conclusion

Over the next three years, Pennsylvania's primary plan to meaningfully engage the public involves full saturation of the state with inclusive roundtable discussions, as well as expanding law enforcement public engagement. The comments gathered from these meetings will help PennDOT direct programming and resources to the populations most in need and provide input from the underserved and overrepresented populations to use in PennDOT's highway safety planning.

Additionally, these engagement opportunities and community programs will help in developing a positive traffic safety culture within populations previously unreached. Locations for engagement and deployment of equity funding will be directed by the Justice 40 initiative, Community Resilience Estimates, and many of the other previously mentioned online tools. PennDOT plans to further identify the underserved and overrepresented by examination of potential new data sources such as hospital admission data on those involved in crashes. As Pennsylvania continues to expand and learn from the meaningful public engagement, the Highway Safety Office expects to have actionable outcomes which will continue to shape our highway safety planning and programming.

Pennsylvania will also make use of the NHTSA publication titled "Promising Practices for Meaningful Public Involvement in Transportation Decision Making, October 2022 (US DOT)."

The Highway Safety Office is encouraged by previously completed engagement efforts in the current fiscal year and is excited for new collaborations in FFY 2024, 2025, and 2026.

Performance Report

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 1,160.9 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The 2023 data point has been adjusted downward to 1,140.3 (2019-2023) by following the decreasing slope of the linear trendline.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 4,893.2 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The 2023 data point has been adjusted downward to 4,700 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: C-3) Fatalities/VMT (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 1.17 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The 2023 data point has been adjusted downward to 1.16 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 330.8 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2023 data point has been adjusted upward to 337.6 (2019-2023), while the 2023 data point is still projected to represent an annual decrease.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 156.6 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2023 data point has been adjusted upward to 178.8 (2019-2023), while the 2023 data point is still projected to represent an annual decrease.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 428.6 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target per the revised linear trend line. The projected 2023 data point has been adjusted upward to 446.7 (2019-2023), while the 2023 data point is still projected to represent an annual decrease.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 211.9 (2019-2023). Currently available crash data indicates that we expect to meet this previously established target. The projected 2023 data point has been adjusted downward to 207 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 103.9 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The projected 2023 data point has been adjusted downward to 102 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 110 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2023 data point has been adjusted upward to 113.3 (2019-2023), while the 2023 data point is still projected to represent an annual decrease.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 165 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target. The projected 2023 data point has been adjusted upward to 166 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 20.9 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The projected 2023 data point has been adjusted downward to 17 (2019-2023) by projecting a 2% annual reduction for 2023 and calculating the adjusted 5-year average.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 90% (2023). We are monitoring the survey redesign and our projected 2023 data point remains at 90%.

Performance Measure: Drug Impaired Driver Crashes (State crash data)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 4,162.4 (2019-2023). Currently available crash data indicates we expect to meet this previously established target. The projected 2023 data point has been adjusted downward to 4,015 (2019-2023) by following the decreasing slope of the linear trendline.

Performance Measure: Distracted Driving Fatalities (State crash data)

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 57 (2019-2023). Currently available crash data indicates we are not expected to meet this previously established target, per the revised linear trend line. The projected 2023 data point has been adjusted upward to 60 (2019-2023), while the 2023 data point is still projected to represent an annual decrease.

Performance Measure: Completeness

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 0.09 (April 1, 2022-March 31, 2023). Currently available missing values reports indicate we are not on track to meet this previously established target as the current missing values average is 0.10 values per report.

Performance Measure: Accuracy

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 0.30 (April 1, 2022-March 31, 2023). Currently available invalid values reports indicate we are not on track to meet this previously established target as the current average of invalid values per each crash report is 0.32.

Performance Measure: Timeliness

Progress: **In Progress**

Program-Area-Level Report

The 2023 target included in the FFY 2023 HSP for this measure was 9.0. Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are not on track to meet this previously established target as the current average number of days to submit a case is 9.92.

Performance Measure: Shoulder-Related Crashes (State crash data)

Progress: **Beginning for FFY 2024**

Program-Area-Level Report

This is a new Performance Measure for the FFY 24-26 Highway Safety Plan. This Performance Measure aligns with the new Preventing Roadside Deaths Program Area

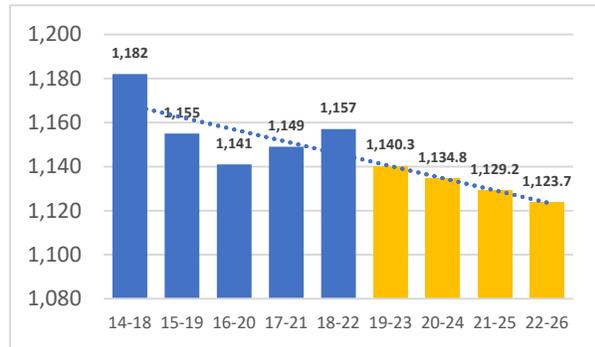
Performance Plan

Pennsylvania used the decreasing trendline to establish FFY 24-26 targets for 5-year Performance Measures that were already trending down. While these targets are more aggressive than those established in the SHSP, they better align with recently released 2022 state data. For Performance Measures trending up, Pennsylvania used a 2% annual reduction and then calculated the adjusted 5-year average. The 2% Annual Reduction aligns with the previously established SHSP.

Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of traffic fatalities (FARS)	5 Year	2022	2026	1,123.7
C-2) Number of serious injuries in traffic crashes (State crash data)	5 Year	2022	2026	4,502
C-3) Fatalities/VMT (FARS)	5 Year	2022	2026	1.11
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2022	2026	314.2
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data)	5 Year	2022	2026	163.2
C-6) Number of speeding-related fatalities (FARS)	5 Year	2022	2026	420
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2022	2026	207
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2022	2026	97
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2022	2026	104.6
C-10) Number of pedestrian fatalities (FARS)	5 Year	2022	2026	175
C-11) Number of bicyclist fatalities (FARS)	5 Year	2022	2026	13
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2024	2026	90.3%
Drug Impaired Driver Crashes (State crash data)	5 Year	2022	2026	4,004
Distracted Driving Fatalities (State crash data)	5 Year	2022	2026	57.6
Completeness (TRCC Strategic Plan)	Annual	4/23	3/24	.09
Accuracy (TRCC Strategic Plan)	Annual	4/23	3/24	.30
Timeliness (TRCC Strategic Plan)	Annual	4/23	3/24	9.5
Shoulder-Related Crashes (State crash data)	5 Year	2022	2026	98.4

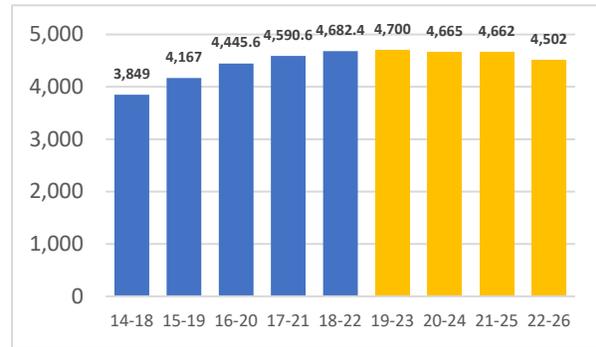
Performance Measure Charts and Targets

C-1) Number of traffic fatalities (FAR, 5-year averages)



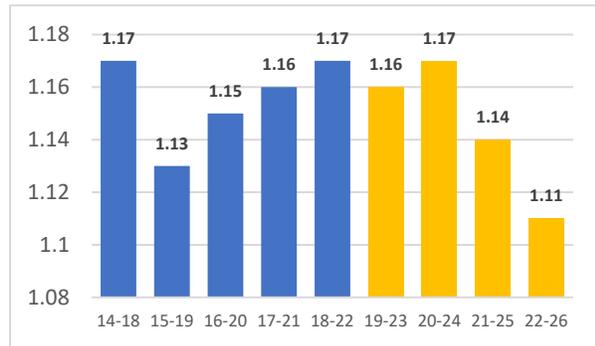
Linear trendline was used for projections through 2026

C-2) Number of serious injuries in traffic crashes (State crash data, 5-year averages)



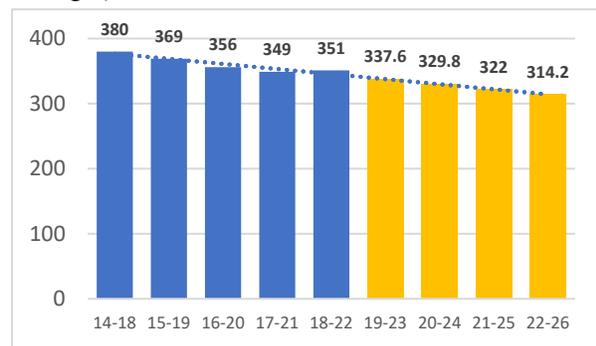
2% annual reduction was used for projection through 2026

C-3) Fatalities/VMT (FARS, 5-year averages)



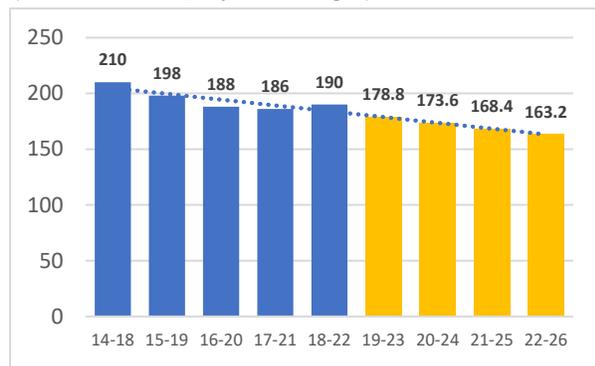
2% annual reduction was used for projection through 2026

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS, 5-year averages)



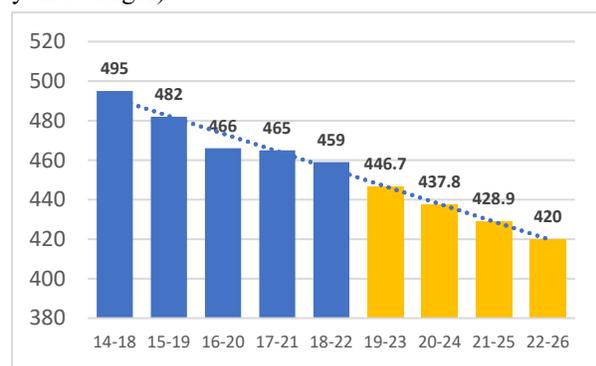
Linear trendline was used for projections through 2026

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data, 5-year averages)



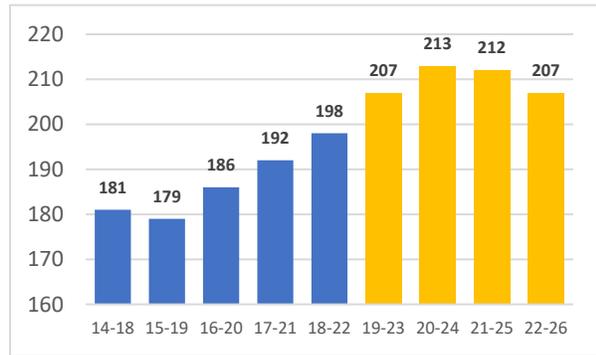
Linear trendline was used for projections through 2026

C-6) Number of speeding-related fatalities (FARS, 5-year averages)



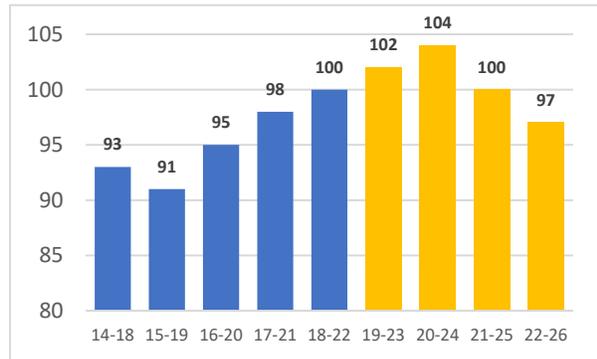
Linear trendline was used for projections through 2026

C-7) Number of motorcyclist fatalities (FARS, 5-year averages)



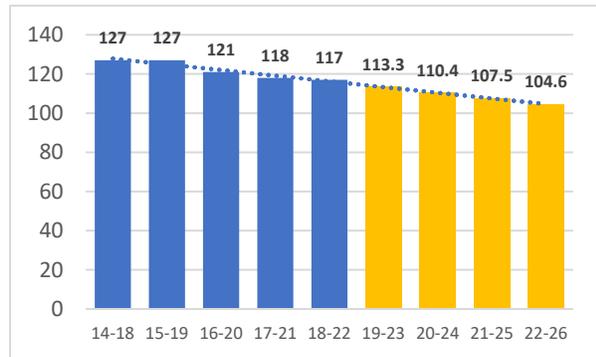
2% annual reduction was used for projections through 2026

C-8) Number of unhelmeted motorcyclist fatalities (FARS, 5-year averages)



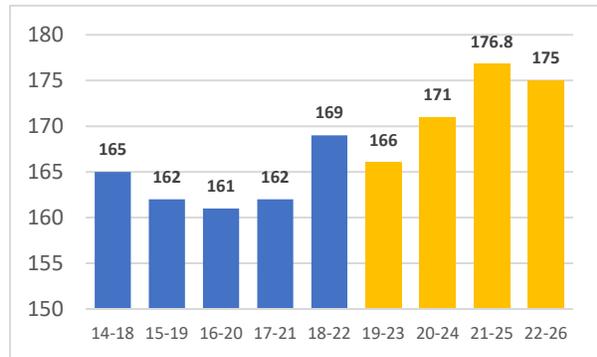
2% annual reduction was used for projections through 2026

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS, 5-year averages)



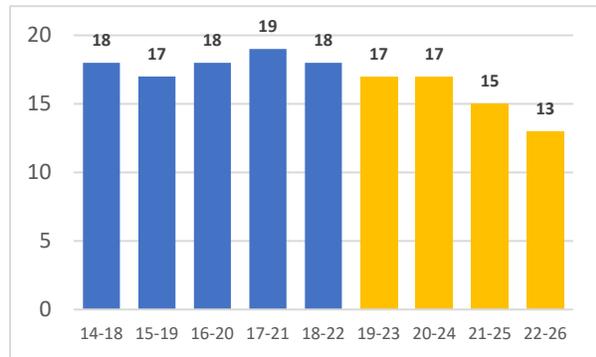
Linear trendline was used for projections through 2026

C-10) Number of pedestrian fatalities (FARS, 5-year averages)



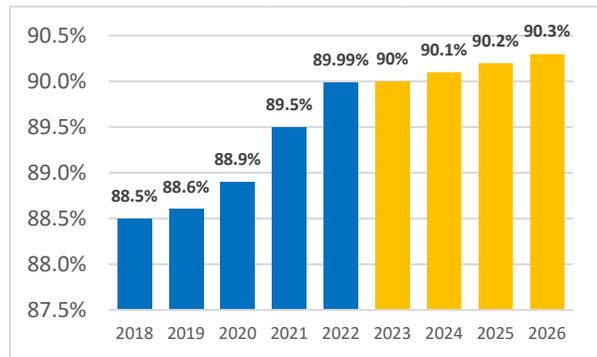
2% annual reduction was used for projections through 2026

C-11) Number of bicyclist fatalities (FARS, 5-year averages)

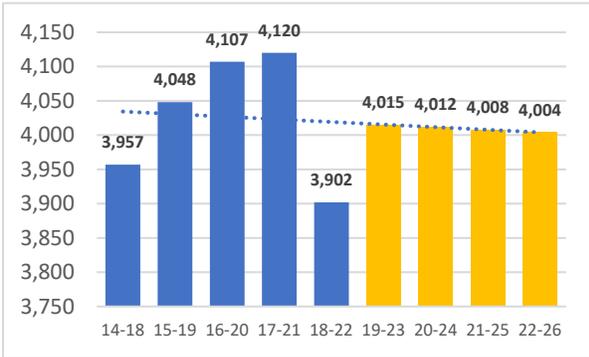


2% annual reduction was used for projections through 2026

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)

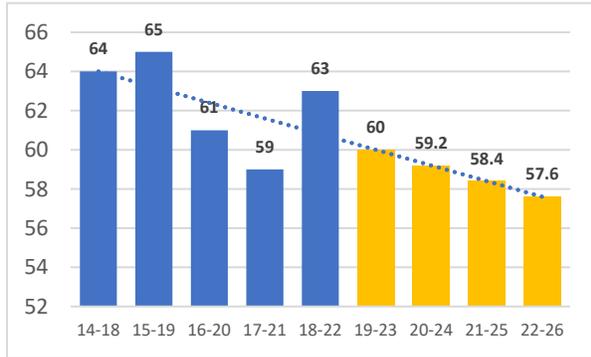


Drug Impaired Driver Crashes (State crash data, 5-year averages)



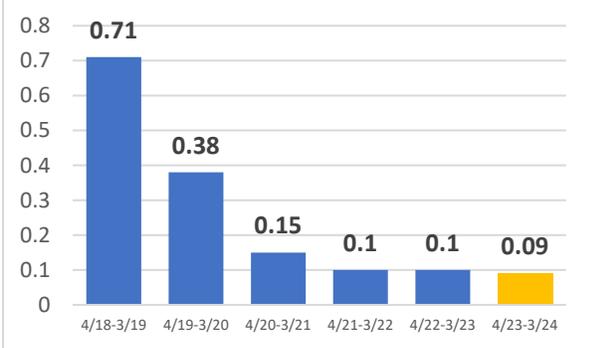
Linear trendline was used for projections through 2026

Distracted Driving Fatalities (State crash data, 5-year averages)

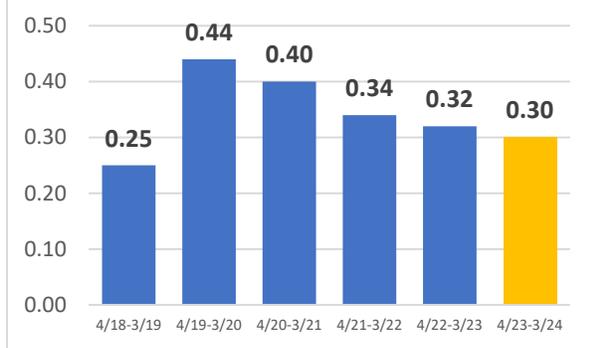


Linear trendline was used for projections through 2026

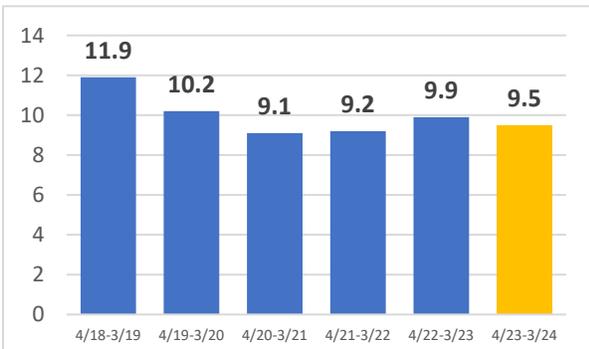
Completeness Measurement (TRCC Strategic Plan)
Average Missing Values per Report



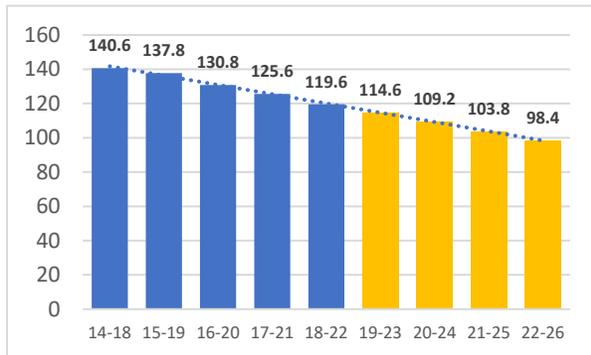
Accuracy Measurement (TRCC Strategic Plan)
Average Invalid Values per Report



Timeliness Measurement (TRCC Strategic Plan)
Average # of Days to Receive Crash Report Form



Shoulder Related Crashes (State crash data, 5-year averages)



Linear trendline was used for projections through 2026

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target Details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2026	Numeric	1,123.7	5 Year	2022

Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology. Pennsylvania’s goal as identified in the SHSP was to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injury reduction goals will increase. For 2026, the Highway Safety Plan target will be achieved by exceeding the SHSP goal of a 2% annual reduction and following the slope of the decreasing trendline instead. This goal adjustment better aligns with recently released 2022 state data and sets us on a more aggressive timeline.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State)-2026	Numeric	4,502	5 Year	2022

Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology. Pennsylvania’s goal as identified in the SHSP was to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injury reduction goals will increase. For 2026, the Highway Safety Plan target will be achieved by 2% annual reductions in serious injuries. This goal better aligns with recently released 2022 state data and is more aggressive than the SHSP goal of maintaining level.

Performance Measure: C-3) Fatalities/VMT (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS)-2026	Numeric	1.11	5 Year	2022

Performance Target Justification

In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology. Pennsylvania’s goal as identified in the SHSP is to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injuries. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania’s historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injury reduction goals will increase. For 2026, the Highway Safety Plan target will be achieved by annual 2% reductions to the VMT.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2026	Numeric	314.2	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data)-2026	Numeric	163.2	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2026	Numeric	420	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2026	Numeric	207	5 Year	2022

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting through 2026. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction for four consecutive years (2023-2026) and then calculating the resulting 5-year averages.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2026	Numeric	97	5 Year	2022

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting through 2026. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction for four consecutive years (2023-2026) and then calculating the resulting 5-year averages.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2026	Numeric	104.6	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2026	Numeric	175	5 Year	2022

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting through 2026. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction for four consecutive years (2023-2026) and then calculating the resulting 5-year averages.

Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)-2026	Numeric	13	5 Year	2022

Performance Target Justification

The trend analysis suggests weak linear correlation in this category for target setting through 2026. The 5-year average target proposed for this measure is calculated using the goal of a 2% annual reduction for four consecutive years (2023-2026) and then calculating the resulting 5-year averages.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)-2026	Percentage	90.3%	Annual	2026

Performance Target Justification

The trend analysis suggests an increase in this category. The target proposed for this measure is to break the 90% threshold and continue to increase in percentage.

Performance Measure: Drug Impaired Driver Crashes (State crash data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Drug Impaired Driver Crashes (State crash data)-2026	Numeric	4,004	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: Distracted Driving Fatalities (State crash data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Fatalities (State crash data)-2026	Numeric	57.6	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Performance Measure: Completeness (TRCC Strategic Plan)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Completeness (TRCC Strategic Plan)-2024	Numeric	0.09	Annual	2023

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

The target value for 4/23 – 3/24 is 0.09. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs, providing additional training, and moving more police agencies to electronic submissions which allows for pre-submittal editing. Dashboard items for police completeness has been added to the Pennsylvania Crash Information Tool (PCIT) which displays the number of missing data fields per case for a selected date range. Additionally, audits may be performed to isolate police agencies with the highest rate of missing fields and “unknown” values for key fields. Police education will be handled through the Statewide Traffic Records Program Support project.

Performance Measure: Accuracy (TRCC Strategic Plan)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Accuracy (TRCC Strategic Plan)-2024	Numeric	0.30	Annual	2023

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

The target value for 4/23 – 3/24 is 0.30. The completeness and accuracy objectives are to lower the average numbers by providing feedback to police chiefs and providing additional training. Dashboard items for police completeness has been added to PCIT, which displays the number of invalid data items encountered per case for a selected date range. Additionally, audits may be performed to isolate police agencies with the highest rate of invalid values. Police education will be handled through the Statewide Traffic Records Program Support project.

Performance Measure: Timeliness (TRCC Strategic Plan)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Timeliness (TRCC Strategic Plan)-2024	Numeric	9.5	Annual	2023

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

The target value for 4/23 – 3/24 is 9.5. The timeliness objective is to decrease the average processing time from crash event to entry in the crash database by encouraging police chiefs to submit the crash forms more quickly. For submission of crash data, police education will be handled through the PCIT timeliness metric and contacts by the Statewide Traffic Records Program Support project.

Performance Measure: Shoulder-Related Crashes (State crash data)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Shoulder-Related Crashes (State crash data)-2026	Numeric	98.4	5 Year	2022

Performance Target Justification

The trend analysis suggests a reduction in this category through 2026. The 5-year average target proposed for this measure is calculated utilizing a linear trend line projection that is based off data from 2014-2022.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities

Seat belt citations: **5,881**

Fiscal Year A-1: **2022**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Impaired driving arrests: **3,663**

Fiscal Year A-2: **2022**

A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: **48,269**

Fiscal Year A-3: **2022**

Program Area: Communications (Media)

Description of Highway Safety Problems

PennDOT’s Central Communications Office and District Safety Press Officers (SPO) manage highway safety media through partnerships with 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, hold school and community outreach programs, and organize safety media events to help educate the public through our safety messages. Central communications office staff also help by promoting national mobilizations and by continuing to promote the [Pennsylvania Crash Information Tool](#), which allows the public to review crash data.

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

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

High-visibility enforcement campaigns promoted by SPOs through partnerships with local safety programs and law enforcement include:

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT Teen Mobilization	10/9-10/21	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Halloween Impaired Driving Campaign	10/13-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Pedestrian	10/16-	150	Yes	In coordination with National School

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

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
Fourth of July Impaired Driving Campaign	6/17-7/7	350	Yes	Earned Media Theme: Summer Recreation (boating, motorcycles, barbecues, picnics), Designated Drivers (public transportation/ride sharing)
Aggressive Driving Wave 3	7/8-8/18	300	Yes	In coordination with NHTSA Speed Campaign, Back to School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy Truck, pedestrian safety, red light running, speeding, tailgating
National Crackdown Impaired Driving Campaign	8/14-9/2	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving
CIOT Child Passenger Safety Campaign	9/8-9/21	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
Other Campaigns				
Fat Tuesday Impaired Driving Campaign	2/13	5	No	Projects and Police Departments are encouraged to participate if their local community has a celebration
“4/20” Impaired Driving Campaign	4/20	35	No	Projects and Police Departments are encouraged to participate based upon analysis of local data
Cinco de Mayo Impaired Driving Campaign	5/5	15	No	Projects and Police Departments are encouraged to participate if their local community has a celebration

Be Safe PA

PennDOT will be using state funds for paid advertising in FFY 2024-2026. 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” will again be used on all media buy materials, on the website, and in messaging on social media in an effort to make highway safety messages more easily recognizable by our audience. State media buys complement corresponding federal media buys occurring during the same timeframe. All designs, slogans, and media budgets must be approved by the Governor’s Press Office before proceeding. The media campaign is statewide, but with heavier concentrations in high crash counties.

Paid media will be purchased in support of the statewide Aggressive Driving Enforcement Wave 2 (March 2024-2026), National Distracted Driving Awareness Month (April 2024-2026), Click it or Ticket National Enforcement Mobilization (May 2024-2026), and Independence Day Impaired Driving Enforcement (June 2024-2026). 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.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2026	5 Year	314.2
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2026	5 Year	163.2
C-6) Number of speeding-related fatalities (FARS)	2026	5 Year	420
Distracted Driving Fatalities	2026	5 Year	57.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign (Media)

Countermeasure Strategy: Communication Campaign (Media)

Project Safety Impacts

Communications and media campaigns are a standard part of every state's efforts to improve traffic safety. Campaign themes generally follow national and state traffic safety planning calendars, addressing general Public Information and Education for Prevention, Deterrence through Enforcement, and other strategic messages based on many factors. Campaigns vary enormously in quality, size, duration, and funding. The most effective campaigns target specific audiences using applicable messages and delivery methods. Communications and media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. As most campaigns are not evaluated, assessing the return on investment is challenging. Existing evaluations of paid media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high visibility enforcement.

Linkage Between Program Area

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-back on national media buys and/or target specific periods of time and geographic locations based on crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

Rationale

This countermeasure was selected to support and promote the commonwealth's traffic safety communications outreach efforts in conjunction with enforcement and general outreach campaigns designated on NHTSA and Pennsylvania communications calendars. Considering NHTSA estimates over 90% of crashes involve driver behavior as the critical reason for the crash, utilizing standard and strategic messaging as part of a comprehensive highway safety program provides the greatest opportunities to meet established performance measures. The level of state funding allocated to this countermeasure reflects production costs and paid media, as well as general printed materials demand.

Evidence of Effectiveness:

CTW - Ch. 1: Section 5.2; Ch. 2: Sections 3.1, 3.2, 6.1, 6.2; Ch. 3: Section 4.1; Ch. 4: Sections 2.1; Ch. 5: Sections 2.2, 4.1, 4.2; Ch. 7: Sections 1.1, 1.2; Ch. 8: Section 3.1; Ch. 9: Sections 3.2, 4.2; HSP Guidelines No. 8, I A, II B

Planned activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name
State Funded	Communication Campaign (Media)

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

The Community Traffic Safety Program provides a necessary link between the Pennsylvania Highway Safety Office and local communities. Pennsylvania's large size, population, and diversity make it difficult to administer a centralized program. PennDOT establishes Community Traffic Safety Projects (CTSP) under this program area to provide coverage to all 67 Pennsylvania counties. The CTSPs have some defined tasks, like participation in NHTSA national safety campaigns, but other parts of their annual program are planned and organized based on local needs. Additionally, CTSPs are required to conduct education and outreach activities that address Safety Focus Areas prioritized by local data (including speeding, aggressive driving, occupant protection, motorcycle safety, mature driver safety, younger drivers, and pedestrian and bicycle safety).

Projects must address critical safety needs through analysis of crash data as the principal basis for program selection. CTSPs must also consult additional data to further identify underserved populations to expand program reach. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the targets, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data; license, registration, and conviction data; and other data from various sources. Data included in agreements will identify safety problems and support the subsequent development of targets and activities. Broad program area targets must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

A Restricted Access section of the Pennsylvania Crash Information Tool has been deployed for recipients of the Highway Safety grants for all finalized (but not yet publicly released) crash data. While any queried data for non-publicly released data in the restricted access tools cannot be shared externally, we encourage the use of the data in the planning of activities and execution of countermeasures with the most up-to-date information. Furthermore, to assist in the development of future grant proposals, a pre-written query provides the minimum criteria of crash data required to complete their proposals, but applicants are encouraged to also seek pertinent data outside of the crash data.

In March of 2023, PennDOT worked with NHTSA to provide two Data Analysis Webinars for CTSP Coordinators to help identify the historically underserved populations in each of their respective service areas. In these trainings conducted by NHTSA, the online tools [Fatality and Injury Reporting System Tool \(FIRST\) \(nhtsa.gov\)](#) and [Justice40 by Number of Categories Map November 2022 \(arcgis.com\)](#) were demonstrated virtually as the CTSPs completed the same tasks on their own devices for their own service areas. These tools will help our projects identify locations that are historically underserved and, therefore, may not be receiving highway safety

programming and messaging. In conjunction with crash data, our CTSPs will have a more comprehensive picture of their issues to better direct programming and meaningful public engagement.

For FFY 2023, additional funding was made available for these projects to identify and address the underserved populations in their coverage areas. The CTSPs continued to address the areas that are identified through crash statistics but were able to expand their reach to everyone in their communities. This opportunity has once again been made available for FFY 2024, FFY 2025, and FFY 2026. The continued funding will allow our CTSPs to continue plans that were started in FFY 2023 and begin new efforts that are identified through the Roundtables planned for FFY 2024-2026. Highway safety programming and messaging will soon be made available to all Pennsylvanians to enhance awareness that will result in crash and fatality reductions across the state.

These tools are provided to supplement the local-level data analysis which is required as part of this grant program. Analyzing the crash picture of a coverage area is vital to the success of behavioral traffic safety programming. In addition to the tools provided, CTSP grantees review various data sources to inform and develop programming. Projects commonly utilize data from municipal police departments, regional health agencies, and demographic data to determine what will work best for their efforts. Our goal is to support that analysis and to ensure that grantees have the tools to address emerging trends.

The PA Highway Safety Office (HSO) utilizes an allocation formula to fund the CTSPs. The formula uses 5-year averages of county-specific data, is weighted 75% Class C licensed drivers and 25% reportable crashes. Using Class C Licensed Drivers in the calculation reduces the influence of annual trend deviations in crash data to promote stability, long-term planning, and reduce financial penalties for successful programs. Additionally, the HSO limits primary sponsorship of CTSP grants to county governments only. This ensures adequate and consistent documentation of consent by counties for usage of allocated safety funds, which is a federal requirement.

Most costs under this program cover personnel where program budgets often reflect the longevity and experience of individuals working under the projects. Projects with senior staff near the end of a local government pay scale often skew the awarded grant budget beyond the amount determined by the allocation formula. If a project has new employees, the awarded grant budget may be less than the allocation formula amount to reflect starting salaries for local governments and to provide time for project growth. Over time, these deviations from the allocation formula amounts are eliminated through personnel turnover and the maturation of new employees. Budgets are finalized through negotiations with leadership from the sponsoring agency and Highway Safety Office Program Managers.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-1) Number of traffic fatalities (FARS)*	2026	5 Year	1,123.7
C-2) Number of serious injuries in traffic crashes (State crash data)-2023	2026	5 Year	4,502

**All other fatality related Performance measures are considered under C-1 for this Program Area*

Countermeasure Strategies in Program Area

Countermeasure Strategy
Educational and Outreach Programs (CTSP)
PA Highway Safety Office Program Management

Countermeasure Strategy: Educational and Outreach Programs (CTSP)

Project Safety Impacts

Education 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 and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

Linkage Between Program Area

Educational and outreach programs provide a necessary compliment to traffic safety enforcement activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets.

Rationale

This countermeasure was selected to support and promote the Commonwealth's traffic safety communications outreach efforts in conjunction with enforcement and general outreach campaigns designated on NHTSA and Pennsylvania communications calendars. Pennsylvania's large size, population, and diversity make it difficult to administer a centralized program. Establishing education and outreach programs across the Commonwealth provides the State

Highway Safety Office with the appropriate level of support to link statewide and localized program planning.

The level of funding allocated to this countermeasure reflects the projected costs necessary to maintain 18 Community Traffic Safety Projects across the Commonwealth.

Evidence of Effectiveness:

CTW, Chapter 1: Section 6.5; Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1; Chapter 3: Section 4.1; Chapter 4: Sections 2.1, 3.1; Chapter 5: Sections 4.1, 4.2; Chapter 6: Sections 2.1, 2.2, 3.1; Chapter 7: Sections 1.1, 1.2; Chapter 8: Sections 2.1, 2.3, 3.1; Chapter 9: Sections 1.3, 1.4, 2.2, 3.2, 4.2

Planned Activity: Community Traffic Safety Projects

Planned Activity Description

Tasks include 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). These projects will also begin to identify and address underserved communities by conducting meaningful public engagement through local Roundtables and providing highway safety educational programming. Those CTSPs with official seat belt survey sites within their jurisdictions are asked to conduct informal seat belt surveys to monitor seat belt usage rates throughout the year.

Intended Subrecipients

Eligible applicants include County governments, as the CTSP grant fund allocation formula is driven by county-level data. County allocations require consent of usage by authorized individuals within each county jurisdiction prior to their inclusion in a CTSP grant agreement.

Funding Sources

The budget for this activity will be \$3,800,000 in FY2024, \$3,900,000 in FY2025, and \$3,900,000 in FY2026 for a total of \$11,600,000 in local benefit funded under NHTSA §402.

Countermeasure Strategy: PA Highway Safety Office Program Management

Project Safety Impacts

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. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This countermeasure captures those Program Management costs not applicable to Planning & Administration.

Linkage Between Program Area

State highway safety program management costs are allocated based on crash data priorities, federal regulations, and general workload management practices. Program management efforts are the foundation of a successful state highway safety program.

Rationale

This countermeasure was selected to provide administrative support functions as part of standard State Highway Safety Office program management in accordance with 23 CFR § 1300.4. The level of funding allocated to this countermeasure is consistent with projected costs for HSO Program Management and associated grant program-related travel and training needs.

Planned Activity: HSP Program Support

Planned Activity Description

The State Highway Safety Office established this project to address the training needs and resources necessary to support the objectives of the overall Highway Safety Plan which are otherwise not included in established projects. This project is in direct support of these programs and activities. Funding under this project will be captured under the following two tasks.

Task 1 – FFY 2024: \$35,000.00; FFY 2025: \$35,525.00; FFY 2026: \$36,057.88

Funding under this task will be directed at training needs for the PennDOT Program Services Unit staff as well as the PennDOT District Safety Press Officers. Trainings supported by this project include the Fall Communications Workshop, the Annual PA Traffic Safety Conference, and attendance to other local and national conferences directly related to programs and activities within in the Highway Safety Plan. Another example expense under this project is to provide funding for newly implemented County DUI Court staff to attend the training conducted by the National Center for DWI Courts (NCDC). The new County DUI Courts learn the 10 Guiding Principles for DWI Courts, which is essential to the overall success of the program.

Task 2 – FFY 2024: \$34,000.00; FFY 2025: \$34,000.00; FFY 2026: \$34,000.00

Funding under this task will be directed towards providing PennDOT's District Safety Press Officers (SPOs) with resources and equipment necessary for highway safety programming in support of the Community Traffic Safety Projects (CTSPs). PennDOT's SPOs work with their local CTSPs to deliver highway safety programming and messaging to their local communities. This funding will allow PennDOT's SPOs to purchase necessary equipment through mini-grant applications to support highway safety activities. This will allow seamless programming as turnover among SPOs and CTSPs can delay partnerships and, in turn, affect timely program delivery. Providing the SPOs with the ability to request needed resources throughout the year will also expand the program coverage. It will also support the CTSPs that lack the funding to purchase such materials/equipment. The application process will ensure that requested resources/equipment are used for specific highway safety programming.

Intended Subrecipients

Pennsylvania Department of Transportation.

Funding Sources

The budget for this activity will be \$69,000 in FY2024, \$69,525 in FY2025, and \$70,057.88 in FY2026 for a total of \$208,582.88 NHTSA §402.

Planned Activity: PA Highway Safety Office Program Management

Planned Activity Description

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. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This planned activity captures those Program Management costs not applicable to Planning & Administration.

Intended Subrecipients

Pennsylvania Department of Transportation.

Funding Sources

The budget for this activity will be \$800,000.00 in FY2024, \$808,250.00 in FY2025, and \$816,623.75 in FY2026 for a total of \$2,424,873.75 NHTSA §402.

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

According to Pennsylvania’s Strategic Highway Safety Plan (SHSP) of 2022, reducing impaired driving is one of three key emphasis areas which have the highest impact on overall highway fatalities. The vision of the SHSP is to work continuously towards zero deaths on our roads while fostering an environment that encourages safe behavior. Pennsylvania has experienced successes in reducing fatalities and serious injuries in impaired driving crashes, but continued success is dependent upon wide-ranging strategies from high visibility enforcement to adjudication and prosecution education to enhancement of current impaired driving laws and regulations.

As revealed by state crash data, the most prevalent group of drinking-drivers involved in crashes are male drivers age 21-35. Male drivers in this age group accounted for more than 32% of all drinking-drivers in crashes in 2022. The breakdown of vehicle type driven by the drinking driver is 52% passenger car and 43% small truck or SUV. Of all drinking-drivers involved in crashes in 2022, 72% were male. Additionally, 86% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver.

The Table below shows the number of arrests for driving under the influence and the rate of arrests per 100 thousand licensed drivers (non-commercial) for the past five years. As per Section 3816 of Title 75, individuals charged with DUI are required to be evaluated using Court Reporting Network (CRN) tools to determine the offender’s involvement in alcohol or drugs prior to sentencing. There were nearly 38,600 CRN evaluations conducted during 2022. According to these evaluations, year-ending statistics show that 72.4% of all arrests for DUI offenders were male, 44.8% were in the 21-35 age range, 71.5% were white, 53.5% were single or not married, and the average BAC for all offenders at time of arrest was 0.17%.

	2018	2019	2020	2021	2022
Total DUI Cases (per AOPC)	49,730	48,265	40,237	44,531	42,409
Licensed Drivers in Pennsylvania	8,518,955	8,548,891	8,571,298	8,658,955	8,626,959
DUI Arrest Rate (per 100K drivers)	584	565	469	514	492

Source: Administrative Office of Pennsylvania Courts & PennDOT Driver License Database

Just over 29% of the DUI arrests in 2022 were a result of an impaired driving crash. As shown in the table below, on average, one drinking driver fatality occurred for every 14 drinking driver (0.08+) crashes and one drugged driver fatality occurred for every 11 drugged driver crashes in

2022. The second table below shows drug-related impaired driving charges. It is not clear whether the drug-impaired driving problem is increasing or if law enforcement is becoming better in identifying drug-impaired drivers through increased training. What is certain is that it will take a comprehensive approach to achieve our goals in reducing impaired driving crashes and fatalities.

DUI Crashes	2018	2019	2020	2021	2022
Alcohol-Impaired Crashes (0.08+)	3,740	3,385	2,530	2,916	2,756
Alcohol-Impaired Fatalities (0.08+)	199	181	197	166	201
Drugged Driver Crashes	3,921	3,863	4,187	4,254	3,363
Drugged Driver Fatalities	276	273	331	297	318

Source: PennDOT Crash Reporting System

DUI Charges	2018	2019	2020	2021	2022
§ 3802(a)(2) [BAC 0.08 to 0.099]	2,400	2,396	1,583	1,794	1,951
§ 3802(b) [BAC 0.10 to 0.159]	9,473	9,121	6,098	7,098	7,634
§ 3802(c) [BAC 0.16+]	15,339	14,127	10,275	11,587	12,020
§ 3802(d) [Controlled Substance]	33,712	35,541	34,364	35,023	29,678

Source: Administrative Office of Pennsylvania Courts

Despite a reduction in charges filed in 2022, the Commonwealth is experiencing an overall increase in arrests stemming from impaired driving due to drugs. This increase is most likely due to the increased efforts being placed in drugged driving recognition and training for law enforcement. From 2018 to 2022, the number of drinking driver (0.08+) crashes decreased 26%. Crashes involving a drugged driver decreased just 14% over the same period.

The majority of law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course is targeted towards officers that are already NHTSA SFST certified. Thousands of law enforcement officers in Pennsylvania have received ARIDE training. A contributing factor to the rise in both drug-impaired driving arrests and crashes is the continual increasing efforts towards training law enforcement to better detect the drug-impaired driver. The thousands of officers who have received ARIDE training and the approximate 250 DREs are directly related to the number of drugged driving arrests. Other issues such as the national opioid epidemic, the medical marijuana program, and the push to legalize recreational marijuana have increased the number of drugged drivers on the Commonwealth's highways.

The DRE tablet project, which began several years ago, has greatly eased the DRE reporting burden. This has allowed for the completion of reports in significantly less time, contributing to the expediency and efficiency of the impaired driving investigation. The tablets are utilized during DRE certification testing and evaluation, which greatly reduces administrative burden during the certification phase. Additionally, the DRE program administrators use the tablets to monitor and review evaluations prior to completion, which has improved timeliness of data submission. One of the most beneficial aspects of the DRE tablets has been its impact during the evaluation itself. Before the tablets it would take DREs roughly 90 to 120 minutes to complete the related reporting requirements. The tablet has reduced this time to an average of 30 minutes. With more than 2,200 DRE evaluations conducted each year in Pennsylvania, this saves approximately 3,000 hours in report writing time

The current efforts for improving the DRE program are to fine-tune a more expedient and efficient DRE contact/callout process. Two recent improvements to the procedure have been a searchable database of available DREs for dispatch centers to use during callout requests and a single phone number for securing a DRE. These are planned to ensure a DRE is available to assist any officer requesting evaluation of a suspected DUI offender.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2026	5 Year	163.2
Drug Impaired Driver Crashes	2026	5 Year	4,004

Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility and Sustained DUI Enforcement
Judicial Education
Law Enforcement Training
Prosecutor Training

Countermeasure Strategy: DWI Courts

Project Safety Impacts

Prosecution and adjudication strategies, including DUI courts, can be shown to change offender's behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions. An increasing number of DUI court program evaluations across the country are displaying low DUI recidivism rates for successful graduate and reductions in long-term system cost as offenders spend less time in jail. Including DUI courts as part of a comprehensive DUI program can be expected to greatly contribute to reductions in impaired driving behavior.

Linkage Between Program Area

DUI courts are a key component of a comprehensive highway safety program designed to reduce impaired driving occurrences. This activity is promoted in areas without a prior DUI court where recidivism and other related data displays a need. A multi-faceted approach to reducing impaired driving allows the flexibility to utilize the countermeasure(s) best suited for the problem as determined by the data analysis.

Rationale

According to the PennDOT Annual Report to Legislature on DUI, more than 56% of the total offenders convicted of a DUI offense during 2022 were repeat offenders. This countermeasure has been selected to provide start-up costs associated with establishing new county DUI court programs as an effort to reduce recidivism among DUI offenders.

The number of court programs supported under this countermeasure is based on the number of counties without existing DUI treatment court programs, their ability/interest in participating, a review of arrest/conviction/recidivism data, and feedback from Pennsylvania Highway Safety Office program staff.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 3.1; HSP Guidelines No. 8, III

Planned Activity: DUI Courts

Planned Activity Description

Last year in Pennsylvania, there were nearly 14,500 convictions for a second or subsequent DUI offense, accounting for more than 56% of all DUI convictions during 2022. These are the offenders for which the normal sanctions for an impaired driving arrest had no impact or behavioral modification. DUI Courts are structured to address underlying issues such as alcohol or drug dependency and mental health problems using an intense probationary approach with frequent interaction between the repeat DUI offender and components such as treatment and the court system. This method and approach emulate the proven Drug Court model. PennDOT provides counties with grants for DUI Courts to address recidivism. DUI Courts are structured

similarly to the preexisting Drug Court model and much of the same infrastructure is used between the two. 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. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism.

Intended Subrecipients

County Commonwealth Courts, exact recipients yet to be determined.

Funding Sources

The budget for this activity will be \$225,000 in FY2024, \$225,000 in FY2025, and \$225,000 in FY2026 for a total of \$675,000 NHTSA §405d.

Countermeasure Strategy: High Visibility and Sustained DUI Enforcement

Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, 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. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

Rationale

This countermeasure was selected to ensure participation in national mobilizations and in support of the statewide Impaired Driving Plan required under §1300.23.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 750 municipal police departments can participate in the Commonwealth's high visibility and sustained DUI enforcement efforts.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 5.2, 7.1

Planned Activity: PA State Police Traffic Safety Initiatives

Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes six (6) Tasks funded during FFY 2024 through 2026:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Non-Motorized Enforcement Program

Task Description(s) related to this Program Area:

Task 1 - Impaired Driving Enforcement and Initiatives

PennDOT will continue to provide the Pennsylvania State Police (PSP) grant funding to conduct high visibility enforcement targeted towards impaired driving. The PSP utilizes this funding to conduct enforcement operations on a sustained basis and in coordination with both local and national mobilizations. Just over 40% of crashes from 2018 to 2022 involving an impaired driver which resulted in an injury or fatality were reported to PennDOT by the PSP. Through coordination with its 15 Troops and 88 Stations, the PSP can coordinate statewide high-visibility impaired driving enforcement across the Commonwealth. During FFY 2022, the PSP conducted nearly 1,150 individual enforcement details across the state to address impaired driving. The Troops use their own enforcement and crash data to identify the most problematic locations which are suitable for sobriety checkpoints and roving DUI patrols. Grant-funded high visibility DUI enforcement conducted by the PSP in FFY 2022 resulted in over 27,000 vehicle contacts and 1,181 of those motorists were arrested for impaired driving.

Intended Subrecipients

Pennsylvania State Police

Funding Sources

The budget for this activity will be \$3,000,000 in FY2024, \$3,300,000 in FY2025, and \$3,700,000 in FY2026 for a total of \$10,000,000 NHTSA §405d.

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned Activity Description

PennDOT will continue the enforcement grants for the period of FFY 2024 through 2026 that fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund approximately fifty (50) of these grants in FFY 2024-2026. Funding under the municipal police traffic services enforcement program will ultimately reach nearly 750 police departments in Pennsylvania.

Under the impaired driving focus area of the Police Traffic Services Enforcement Program, PennDOT will offer enforcement grants addressing road segments with the highest DUI crash numbers statewide as reported by municipal police. Participating departments conduct DUI enforcement operations, including sobriety checkpoints, roving patrols, mobile awareness patrols, and Cops in Shops operations. Enforcement is coordinated throughout the year to correspond with both national and local mobilizations.

Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed for the PTS grantees to assist them in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local crash data by date, time, and location as well as by safety focus area, enhancing the evidence-based enforcement details. The law enforcement liaisons as well as the regional DUI program administrators will also be trained on the PCIT tools. While it is not mandated that the grantees use the PCIT tools as the only source of problem identification for enforcement, PennDOT encourages law enforcement grantees use all available such as local arrest records and local crash data analysis.

Per the PennDOT Crash Records System, during 2018 to 2022 local police departments reported 17,147 crashes involving an impaired driver which resulted in an injury or fatality. To be the

most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at police departments who reported 16,166 of the 17,147 impaired driver crashes. In other words, just over 94% of the impaired driver related crashes resulting in an injury or fatality are targeted by grant funded municipal enforcement under the Police Traffic Services program. Grant-funded high visibility DUI enforcement conducted by local police in FFY 2022 resulted in nearly 80,000 vehicle contacts and almost 2,000 of those motorists were arrested for impaired driving.

Intended Subrecipients

Eligible applicants include local governments*.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$3,000,000 in FY2024, \$3,045,000 in FY2025, and \$3,090,675 in FY2026 for a total of \$9,135,675 NHTSA §405d.

Countermeasure Strategy: Judicial Education

Project Safety Impacts

PennDOT supports a Judicial Outreach Liaison (JOL) position to reduce impaired driving crashes on Pennsylvania roadways. This position provides peer-to-peer outreach to other judges with the goal of increasing knowledge and skills necessary to appropriately adjudicate impaired driving cases.

Linkage Between Program Area

The effectiveness of enforcement and prosecution efforts is lost without support and strength in adjudication.

Rationale

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. Enforcement and prosecution efforts are strengthened by knowledgeable, impartial, and effective adjudication.

The level of funding allocated to this countermeasure reflects an amount necessary to support a part-time Judicial Outreach Liaison position in FFY 2024 through 2026.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 1.5, 3.1, 3.3; HSP Guidelines No. 8, II E

Planned Activity: Judicial Outreach Liaison

Planned Activity Description

Pennsylvania funds a state-sanctioned Judicial Outreach Liaison (JOL) with the main focus of involving the judicial community in the highway safety community. A Pennsylvania Common Pleas Judge serves as the JOL and maintains the program, primarily focusing on impaired driving issues. Pennsylvania courts process more than 40,000 cases stemming from impaired driving each year. In some counties, DUI cases comprise up to half of the total cases heard in the courtroom. The JOL serves as a special technical resource for judges to assist with the growing number of DUI cases. The JOL also serves as the liaison between the highway safety community and the judiciary by offering peer to peer insight, sharing concerns, participating in stakeholder meetings, providing training, and promoting best practices such as DUI courts and other evidence based best initiatives.

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$65,000.00 in FY2024, \$65,975.00 in FY2025, and \$66,964.63 in FY2026 for a total of \$197,939.63 NHTSA §405d.

Countermeasure Strategy: Law Enforcement Training

Project Safety Impacts

PennDOT supports training programs and employs technical experts to support activities designed to reduce impaired driving crashes on Pennsylvania roadways. These trainings and technical experts ensure police departments participating in grant-funded enforcement operations

have sufficient knowledge and certifications to successfully complete program objectives in accordance with the most recent case law, best practices, and standardized curriculum.

Linkage Between Program Area

Using properly trained law enforcement personnel working under grant-funded operations enhances the likelihood of successful activities and achieving associated performance measures. Considering the time and fund investments associated with the highway safety planning process, (data evaluation, identifying target locations, countermeasure and activity selection) training activities in support of enforcement-related activities are invaluable towards maximizing the potential return on these investments.

Rationale

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. As case law and best practices are routinely updated, and due to regular turn-over within police departments, it is imperative that we maintain training in support of enforcement within our grant network.

The level of funding allocated to this countermeasure reflects the projected administrative costs associated with satisfying demand for new participating officer training, refresher training, and other trainings as identified.

Evidence of Effectiveness:

CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 3.4, 4.1, 5.1, 7.1; HSP Guidelines No. 8, II C, IV

Planned Activity: Institute for Law Enforcement Education

Planned Activity Description

PennDOT relies heavily on police officers to conduct enforcement strategies focusing on highway safety. As a result, PennDOT partners with the Pennsylvania Department of Education which provides training in the area of impaired driving enforcement, including standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allows the officers to better implement enforcement strategies that can bring down DUI crash totals. PennDOT finances the training through a Highway Safety Grant Agreement with the Department of Education. Each year, several thousand law enforcement personnel receive training under this agreement.

Intended Subrecipients

Pennsylvania Department of Education.

Funding Sources

The budget for this activity will be \$1,462,000 in FY2024, \$1,479,700 in FY2025, and \$1,497,665.50 in FY2026 for a total of \$4,439,365.50 NHTSA §402/405d.

Planned Activity: Statewide DUI Program Coordination

Planned Activity Description

Each Federal fiscal year, PennDOT law enforcement grantees conduct high visibility DUI enforcement during both local and national mobilizations as well as sustained enforcement during other periods of the year. Maintaining this level of HVE requires police that are trained and have the technical resources and support available. This is the role delivered by the Statewide DUI Program Coordination project. Of the individual tasks included in this project, the majority are categorized as either training or technical support. Law enforcement officers must be properly trained to maintain an effective HVE program.

The Regional DUI Program Administrators under this project will serve as trainers for sobriety checkpoints, standardized field sobriety testing (SFST), advanced roadside impaired driving enforcement (ARIDE), and drug evaluations and classification trainings. Activity under this project also provides impaired driving technical assistance to the Police Traffic Services grantees by distributing case law updates, on-site quality assurance of sobriety checkpoints, review of standard operating procedures, and by providing responses to law enforcement inquiries on complex DUI issues. The most crucial role served by the Regional DUI Program Administrators is acting as the liaison between the Pennsylvania Highway Safety Office and the law enforcement community.

Another very important deliverable of this project is to provide coordination for the Drug Evaluation and Classification (DEC) Program, also known as the Drug Recognition Expert (DRE) Program. Along with the Regional DUI Program Administrators, the Statewide DRE Coordinator position is also part of this project. The DRE Coordinator, with support of co-coordinators, facilitate all aspects of DRE Schools, DRE re/certifications, DRE Instructor re/certifications, DRE face sheet reviews, and ARIDE trainings. Other duties performed by the coordinator position include submission of all DRE evaluations into the national database, maintenance of all DRE records, and all other requirements as outlined by the International Association of Chiefs of Police (IACP).

Presently there are more than 250 certified DREs in Pennsylvania who are anticipated to perform over 2,200 evaluations a year during the three years of this plan. Approximately three DRE certification schools are scheduled to occur each year as well, increasing the total number of

DREs. To facilitate accurate data entry, tablets have been issued to all DREs who conduct a minimum of five evaluations per year.

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$1,650,000 in FY2024, \$1,689,750 in FY2025, and \$1,715,096.25 in FY2026 for a total of \$5,054,846.25 NHTSA §405d.

Countermeasure Strategy: Prosecutor Training

Project Safety Impacts

PennDOT supports a Traffic Safety Resource Prosecutor position to reduce impaired driving crashes on Pennsylvania roadways. This position provides peer-to-peer outreach to other prosecutors with the goal of increasing knowledge and skills necessary to appropriately prosecute impaired driving cases.

Linkage Between Program Area

The effectiveness of enforcement efforts is lost without support and strength for visible and aggressive prosecution of impaired driving cases.

Rationale

This countermeasure was selected to support and improve the effectiveness of the substantial resources invested in traffic safety enforcement, particularly impaired driving enforcement. Enforcement and adjudication efforts are strengthened by knowledgeable, impartial, and effective prosecutors.

The level of funding allocated to this countermeasure reflects an amount necessary to support a Traffic Safety Resource Prosecutor position in FFY 2024 through 2026

Evidence of Effectiveness:

CTW, Chapter 1: Sections 1.5, 3.1, 3.3; HSP Guidelines No. 8, II D

Planned Activity: Traffic Safety Resource Prosecutor

Planned Activity Description

More than 40,000 individuals are arrested for impaired driving each year in Pennsylvania. These DUI arrests are comprised of more than 80,000 total charges. Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of enforcement efforts. The TSRP under this contract acts as both a trainer and legal expert on DUI matters for law enforcement officers and prosecutors statewide. Tasks under this position include providing trainings ranging from case law to case presentation and serving as an on-demand resource for legal issues in DUI cases. The TSRP also provides timely opinions on changes in case law stemming from recent DUI court cases.

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$230,000 in FY2024, \$233,450 in FY2025, and \$236,951.75 in FY2026 for a total of \$700,401.75 NHTSA §405d.

Program Area: Motorcycle Safety

Description of Highway Safety Problems

The number of licensed motorcycle riders in Pennsylvania has declined slightly over the last ten years. From 2013 to 2022, Pennsylvania saw a 7.2% decrease in licensed motorcyclists and an 7.9% decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. Therefore, it is important that drivers be aware of motorcycles and share the road.

Motorcycle fatalities in Pennsylvania decreased slightly in 2022 to a total of 217. This number represents an increase of 53 fatalities from the recent low recorded in 2018 and accounts for approximately 18% of all traffic fatalities in the state. Despite the slight decrease in 2022 motorcycle fatalities, the 5-year fatality averages (which had been trending downward until 2016-2020) continues to increase. According to NHTSA, “motorcyclist are about 24 times as likely as passenger car occupants to die in a motor vehicle traffic crash” (<https://www.nhtsa.gov/road-safety/motorcycle-safety>).

Forty-seven percent of motorcyclist fatalities were unhelmeted and roughly 8% of all motorcycle operators in a crash were impaired by alcohol at the time of the crash. This represents the highest percentage of operator impairment for any vehicle type in a crash. Reducing motorcycle DUI by educating law enforcement on proper procedure is important in reducing these crashes.

Pennsylvania’s motorcycle helmet law was revised in 2003. Currently, motorcyclists in Pennsylvania who are 21 years of age or older with 2 years riding experience or who have successfully passed the State’s Motorcycle Safety Program have the option to ride without a helmet. According to NHTSA’s [Traffic Safety Facts, Motorcycles 2020](#) (May 2022), helmets are estimated to be 37% effective in preventing fatal injuries for riders and 41% for passengers.

In 2022, 13,434 students were trained by the Motorcycle Safety Training Program. The number of students trained in 2022 increased 32% from 2021 and is comparable with pre-pandemic training enrollment. The Commonwealth understands the importance of a robust training program and is committed to ensuring the program is sustainable for the future. Through Third-Party Motorcycle Training Providers, the training is available free of charge to Pennsylvania residents. A list of courses and registration information is available on the [Pennsylvania Motorcycle Safety Program](#) website.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
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C-7) Number of motorcyclist fatalities (FARS)	2026	5 Year	207
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2026	5 Year	97

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign (MC)

Countermeasure Strategy: Communication Campaign (MC)

Project Safety Impacts

Communications and media campaigns are a standard part of every State's efforts to improve traffic safety. Campaign themes follow national and state traffic safety planning calendars to address general public information and education for prevention, deterrence through enforcement, and other strategic messages. Campaigns vary enormously in quality, size, duration, and funding. The most effective campaigns target specific audiences using applicable messages and delivery methods. Communications and media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective.

Assessing the return on investment is challenging. Existing evaluations of mass media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high visibility enforcement.

Linkage Between Program Area

As noted earlier, campaign themes generally follow national and state traffic safety planning calendars, which are designed based on crash data analysis. Campaign messages and delivery methods are strategically crafted to target specific audiences according to crash data trends. Funds are allocated to piggy-back on national media buys or target specific periods of time and geographic locations based crash data priorities. These efforts are a vital component of comprehensive traffic safety programs and support a variety of performance targets.

Rationale

This countermeasure was selected based on the restrictive eligible uses of funding under §1300.25. The Commonwealth directly funds motorcycle training efforts with state money. The campaigns are necessary to curb the recent increases in motorcycle fatalities and to compliment the annual communications calendar utilized by both NHTSA and PennDOT.

The level of funding allocated to this countermeasure reflects the total anticipated amount allocated to Pennsylvania under §1300.25.

Evidence of Effectiveness

CTW, Chapter 5: Sections 2.2, 4.1, 4.2

Planned Activity: Motorcycle Safety Initiatives

Planned Activity Description

Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the result of the other drivers and it is believed other motorists frequently 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 will be produced and paid media with a safety message will be deployed during Motorcycle Safety month in May. PennDOT Districts also will display motorcycle safety messages on fixed and variable message boards.

Efforts will target reducing crashes during peak motorcycle crash times, including spring/summer months, particularly on weekends and between the hours of 1pm and 6pm. Media buys will also target the top counties for motorcycle crashes. Messaging will be vetted with the Commonwealth’s media contractor and the Governor's Office.

Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Driver Licensing.

Funding sources

The budget for this activity will be \$375,000 in FY2024, \$380,000 in FY2025, and \$390,000 in FY2026 for a total of \$1,145,000 NHTSA §402/405f.

Program Area: Non-Motorized (Pedestrian and Bicyclist)

Description of Highway Safety Problems

The Highway Safety Office supports PennDOT's commitment to sustainable, active, and multimodal transportation. The Pennsylvania Active Transportation Plan outlines a vision and framework for improving conditions for walking and biking across the Commonwealth. As contributors to the development of this plan, the Highway Safety Office collaborates with a variety of safety stakeholders to implement non-motorized safety-related strategies and countermeasures.

Themes addressed in the plan include enhancing safety, providing transportation equity, connecting walking and bicycling networks, leveraging partnerships, improving public health, and increasing economic mobility. Stakeholder meetings are held to monitor progress, including the statewide Pedalcycle and Pedestrian Advisory Committee, which are attended by Highway Safety Office staff.

The Highway Safety Plan addresses a key strategy included in the Pennsylvania Active Transportation Plan: *Implement additional education and enforcement programs to reduce crashes and provide a better sense of security for people who walk and bicycle.*

Pedestrians

Pedestrian safety is an emerging focus area of highway safety. The 5-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for 15.5% in 2022. While overall pedestrian fatalities and reported crashes involving pedestrians have fluctuated over the last five years, 2022 marked the second year in row with an increase in both pedestrian crashes and fatalities.

According to the most recently available crash data, 33.4% of pedestrian crashes occurred while pedestrians were "entering crossing/specified location". This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance. Sixty-six percent of all pedestrian fatalities were male, which is less than 2021 (71%). Pedestrians ages 75 and over represent a sizable portion (12.5%) of pedestrian fatalities by age group, followed by ages 60-64 (11.9%). Seventy-three percent of pedestrian fatalities occurred during non-daylight hours. This information will be used by both the educational outreach and enforcement communities to inform activity planning.

Bicyclists

The total number of bicycle crashes increased in 2022 but has been trending downward over the last 5 years. Bicycle fatalities have fluctuated over the same time period, however 2022 saw a 28.5% reduction in fatalities from 2021. The majority of bicyclists' injuries occurred during daylight hours (76%). As for fatalities, the majority (53.3%, 8 fatalities) occurred during daylight

hours as well. In 2022, the majority of bicyclists were injured at intersections and over one-half (53.3%) were fatally injured at non-intersections.

Bicycle riders may represent a small portion of the total crash picture in Pennsylvania but remain a critical focus area for PennDOT. Our awareness programs begin with elementary school children, who are taught the basics of bicycling and the importance of wearing helmets, and continue on to older riders, who receive instructional publications and website information. Motorists are also reminded to “Share the Road” with bicyclists, provide a distance of 4 ft when passing, and to be aware of their presence.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-10) Number of pedestrian fatalities (FARS)	2026	5 Year	175
C-11) Number of bicyclist fatalities (FARS)	2026	5 Year	13

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Non-Motorized Enforcement
Educational and Outreach Programs

Countermeasure Strategy: High Visibility Non-Motorized Enforcement

Project Safety Impacts

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

Data-driven enforcement planning has been proven to reduce traffic crashes. Enforcement methods are dependent upon the focus of the campaign. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving. Activity-related media buys will be considered as we complete updates to our HSP-related statewide communications plan.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

Rationale

Pedestrian fatalities have remained high and the 5-year average trend line has been increasing over time, resulting in pedestrian fatalities accounting for 15.5% of total fatalities in 2022. This countermeasure was selected to compliment occupant protection, impaired driving, and speeding/aggressive driving enforcement efforts, ensuring enforcement is directed at the most problematic driver behaviors as defined by crash data.

The level of funding allocated to this countermeasure reflects a projected amount necessary to sustain the participating police departments within the Police Traffic Services grant program in FFY 2024-26. Participating police departments and allocation amounts within these agreements are prioritized based on crash data analysis.

Evidence of Effectiveness:

CTW, Chapter 8: Sections 4.2, 4.4; Chapter 9: Sections 3.3

Planned Activity: PA State Police – Non-Motorized Enforcement Program

Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the State's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks to be funded in FFY 2024-26:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Non-Motorized Enforcement Program

Task Description(s) related to this Program Area:

Task 6 – Non-Motorized Enforcement

The non-motorized enforcement program is a data driven task aimed at reducing traffic crashes, injuries, and fatalities involving pedestrians and bicyclists. The program uses localized High-Visibility Enforcement (HVE) operations and community outreach to promote safer walking, riding, and driving behaviors. Reinforcing the message through law enforcement helps increase compliance with appropriate traffic laws. This comprehensive HVE program is targeted at high pedestrian and bike crash locations.

The Pennsylvania State Police (PSP) will focus enforcement, training, awareness, and education around current Pennsylvania pedestrian and bicycle safety laws. Pedestrian and bicycle safety enforcement will occur at large events (i.e.: PA Farm Show), during national/statewide mobilizations, and during sustained periods throughout the year. The PSP will even partner with other agencies/organizations for enforcement and outreach on safety campaigns.

Using a data driven approach, the PSP Bureau of Patrol will distribute funding to their Troops based on PSP crash data analysis.

Intended Subrecipients

Pennsylvania State Police, Bureau of Patrol

Funding sources

The budget for this activity will be \$600,000 in FY2024, \$660,000 in FY2025, and \$720,000 in FY2026 for a total of \$1,980,000 NHTSA §405g.

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned Activity Description

PennDOT will continue the municipal police grants for FFY 2024-26 that fund HVE in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund approximately fifty (50) of these grants in FFY 2024-26. Funding under the municipal police traffic services enforcement program will ultimately reach approximately 750 police departments in Pennsylvania.

The pedestrian safety component of the municipal police traffic services enforcement program is a data driven program aimed at reducing traffic crashes, injuries, and fatalities involving pedestrians. The program uses localized High-Visibility Enforcement (HVE) operations and community outreach to promote safer walking and driving behaviors. Encouraging motorists to

yield to pedestrians and encouraging pedestrians to use crosswalks will be prioritized. Municipalities and enforcement locations will be selected and targeted through pedestrian crash data analysis.

Intended Subrecipients

Eligible applicants include local governments*.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding sources

The budget for this activity will be \$500,000 in FY2024, \$505,750 in FY2025, and \$511,736.25 in FY2026 for a total of \$1,517,486.25 NHTSA §405g.

Countermeasure Strategy: Educational and Outreach Programs

Project Safety Impacts

Educational and outreach programs provide a necessary compliment to traffic safety enforcement activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets.

Linkage Between Program Area

Despite accounting for a fraction of the reportable crashes, Vulnerable Road Users make up a disproportionate number of the Serious Injuries and Fatalities. Enhanced Education and Outreach will support other PennDOT efforts for Multimodal Road Usage and Equity as many Commonwealth residents don't have access to a personal vehicle or public transportation and must travel on foot or by bicycle.

Rationale

This countermeasure was selected to support and compliment vulnerable road user efforts in the Commonwealth as fatalities associated to this metric have been trending up over recent years. The level of funding allocated to this countermeasure reflects the amount necessary to complete the tasks associated with assessing the current landscape of vulnerable road user information and the associated development of tools and training to support our educational outreach network.

Evidence of Effectiveness:

CTW, Chapter 8: Sections 2.1, 4.3; Chapter 9: Sections 1.3, 1.4, 2.2, 3.1, 3.2

Planned Activity: VRU Safety Education

Planned Activity Description

PennDOT will fund a grant in support of non-motorized safety called Vulnerable Road User Safety Education. Throughout FFY 2024-2026 this program will assist with education and outreach to support statewide bicycle and pedestrian safety initiatives. This program 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.

With the goal of reducing crashes and fatalities, this program will focus on creating long term educational programs to support statewide bicycle and pedestrian safety initiatives. Additionally, interpretation of policy, the law, and regulations will be provided to the public. There will also be a focus on the statewide bicycling and walking safety guide (available in multiple languages), to promote basic education on active transportation for communities. This includes expanding and updating the current PA Bicycle Guide to include Pedestrian and Bicycle Law information.

Intended Subrecipients

Pennsylvania Department of Transportation, Department of Multimodal Transportation

Funding Sources

The budget for this activity will be \$350,000 in FY2024, \$300,000 in FY2025, and \$200,000 in FY2026 for a total of \$850,000 NHTSA §405g.

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

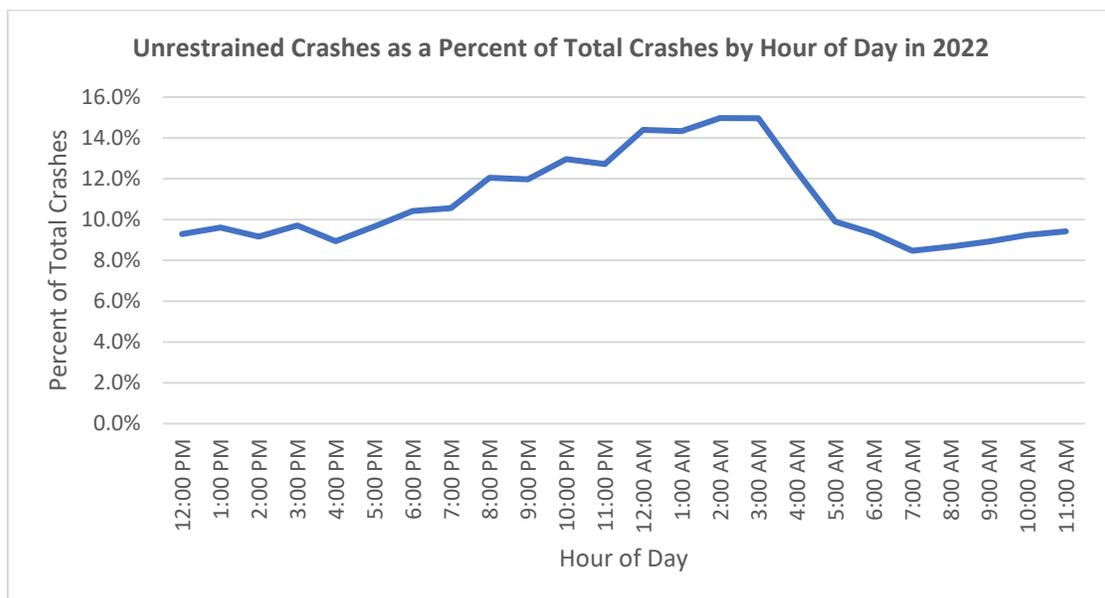
Description of Highway Safety Problems

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. Historical data shows that the Pennsylvania seat belt use rate increased significantly when the state's first seat belt law was passed in 1987 and afterward a steady increase has continued. The rate averaged 86% from 2012-2020 with slight increases in 2018, 2019 and 2020.

In 2022, 6.6% of all people involved in crashes where belt usage was known and applicable were unbelted and 48.5% of all people who died in crashes were not wearing seat belts. From 2018-2022, in crashes involving children under age 4, the percentages of fatalities and injuries were lower when restraints were used. Over that same time, 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

The number of unrestrained fatalities decreased from 367 in 2021 to 354 in 2022. Although the five-year average increased, the 3.5% decrease from 2021 to 2022 will contribute to the downward trend of decreasing unrestrained passenger vehicle occupant fatalities. Unrestrained suspected serious injuries decreased 15.1%, from 1,064 in 2021 to 903 in 2022.

In 2022, 40.0% of unbelted crashes occurred between the hours of 6 PM and 6 AM. The chart below shows unrestrained crashes as a percent of total crashes in Pennsylvania. There is a significant increase in unrestrained crashes at nighttime.



As shown below in the table *Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage 2018-2022*, over 5.55% of the reported teen drivers involved in crashes were unrestrained. Additionally, the percentage of unrestrained drivers in the 20 to 29 age range remained above the state average. Our state media contractor runs targeted messaging to increase outreach to this age group in an effort to address their lower seatbelt use rates. The Highway Safety Office has also placed an emphasis on earned media and enforcement.

**Drivers in Reportable Crashes of Applicable Units by Age Group and Restraint Usage:
2018-2022**

Age	Restrained	Unrestrained	Other/UNK	Total	Percent Unrestrained
16-19	70,566	4,575	7,324	82,465	5.55%
20-24	100,257	8,918	15,523	124,698	7.15%
25-29	87,907	8,679	16,116	112,702	7.70%
30-34	75,753	7,105	14,084	96,942	7.33%
35-39	64,795	5,580	11,286	81,661	6.83%
40-44	55,604	4,399	9,071	69,074	6.37%
45-49	51,657	3,595	7,478	62,730	5.73%
50-54	52,041	3,430	7,404	62,875	5.46%
55-59	50,989	3,158	6,873	61,020	5.18%
60-64	44,434	2,543	5,485	52,462	4.85%
65-69	33,025	1,681	3,683	38,389	4.38%
70-74	24,444	1,220	2,630	28,294	4.31%
75-79	16,613	873	1,632	19,118	4.57%
80-84	10,300	516	960	11,776	4.38%
85-89	5,512	307	505	6,324	4.85%
90-94	1,781	90	166	2,037	4.42%
>94	285	23	203	511	4.50%
UNK	512	1,487	14,760	16,759	8.87%
Total	746,475	58,179	125,183	929,837	6.26%

Note: Applicable Units include automobiles, small and large trucks, vans, and SUVs.

Percent Unrestrained is the number of unrestrained drivers where restraint usage is known.

Our Community Traffic Safety Projects even do enhanced outreach efforts to colleges and universities to reach the 20-29 age group. Reaching these young drivers helps re-enforce and maintain safe driving habits during this vulnerable time.

Also, of concern is the number of crashes reported as ‘Other/Unknown’. Often the reporting officer has insufficient or conflicting information to make a decision when documenting belt use. PennDOT will continue reaching out to police departments which display higher than average usage of ‘Other/Unknown’ on crash reports and explore training opportunities which could increase the decision-making capabilities of reporting officers. Last year’s efforts resulted in a 3.1% reduction in the use of ‘Other/Unknown’ based on percentage of total applicable crashes.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2026	5 Year	314.2
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2026	Annual	90.3%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility and Sustained OP Enforcement

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Project Safety Impacts

State laws addressing younger children in vehicle restraints are different than those for adults in all states, as younger 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 in a crash.

Linkage Between Program Area

Activities designed to increase child restraint use by the appropriate age groups allow states to address all age ranges as part of a comprehensive highway safety program. These efforts provide

short- and long-term benefits as children learn valuable safety lessons which eventually support adult driving practices.

Rationale

This countermeasure was selected in support of the qualification criteria under §1300.21.

The level of funding allocated to this countermeasure reflects an amount necessary to support and maintain satisfactory and regulatory-required levels of child restraint-related services across the Commonwealth.

Evidence of Effectiveness:

CTW, Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1, 7.2; HSP Guidelines No. 20, VI

Planned Activity: PA State Police Traffic Safety Initiatives

Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks to be funded in FFY 2024-26:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Non-Motorized Enforcement Program

Task Description(s) related to this Program Area:

Task 2 - Child Passenger Safety (CPS) Fitting Stations

The 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 and studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to offer child passenger safety restraints in each PSP station statewide.

Intended Subrecipients

Pennsylvania State Police, Bureau of Patrol

Funding sources

The budget for this activity will be \$60,000 in FY2024, \$65,000 in FY2025, and \$70,000 in FY2026 for a total of \$195,000 NHTSA §402.

Planned Activity: Statewide Child Passenger Safety Program Coordination

Planned activity number: CP-2024-02, CP-2025-02, CP-2026-02

Planned Activity Description

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (PA AAP) to deliver a statewide child passenger safety program through the Traffic Injury Prevention Program (TIPP). TIPP serves as the state's CPS resource center, maintaining an 800 number (1-800-227-2358), website, and a variety of print and video resources for Highway Safety agencies and the public. The contract also provides for some specific deliverables in the broad categories of education, CPS technician certification, the state's child restraint loan program, and activities during Child Passenger Safety Week.

Child Passenger Safety Technician Certification Training: Implement and oversee the administration and the credibility of Child Passenger Safety Technician courses, taught statewide. The technicians staff the Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use. Many technicians are police, firefighters, EMS, and community volunteers. Administer the update/refresher courses, special needs classes, and medical staff trainings. Conduct outreach to recruit new technicians and establish Inspection Stations 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 2005.

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, pre-schools and schools, law enforcement, and the child transport industry. Heatstroke Awareness and participation in Heatstroke Awareness Day is also an important aspect of this outreach.

Car Seat Loaner Programs: The cost of obtaining child restraints can be a barrier to some families in using them. A Child Passenger Restraint 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 restraint seats or child booster seats for loaner programs to distribute to qualified families. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loan Program Directory and

distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is publicly available on the project's website.

The fines monies and supplemental Motor License Funds used for purchasing child restraints or child booster seats are counted towards the Maintenance of Effort (MOE) requirement for 23 U.S.C. 405(b) occupant protection funds.

I. Child restraint inspection stations (§ 1300.21 (d)(3))

a) Population Coverage

- i) Pennsylvania maintains an active network and directory of Child Restraint Inspection Stations in 65 of 67 counties (99.4% population coverage). In addition to the Child Restraint Inspection Stations, Pennsylvania maintains a network of Car Seat Loaner Programs in 55 of 67 counties (95.3% population coverage).

b) Underserved Areas

- i) Approximately half, 52.7 percent, of these Loaner Programs are operated by nationally certified Child Passenger Safety Technicians. All counties are served through Hospital Education as required by 75 Pa.C.S. § 4583 and provided through RFP 3518R21 and PennDOT subgrantee Community Traffic Safety Projects through child passenger safety educational outreach and awareness programs.

(1) 75 Pa.C.S. § 4583. Hospital information program.

- (a) Availability of restraint devices. --The hospital, in conjunction with the attending physician, shall provide the parents of any newborn child with any information regarding the availability of loaner or rental programs for child restraint devices that may be available in the community where the child is born.

- (b) Instruction and education programs. --The department shall provide instructional and educational program material through all current public information channels and to all relevant State and Federally funded, community-based programs for maximum distribution of information about this child passenger protection law.

c) Contract #4400021458 Task A – Hospital Education

- i) The Traffic Injury Prevention Project will, under this contract,
- ii) Assist all Pennsylvania hospitals having a birthing and/or pediatric department in achieving the legislative requirements pertaining to child passenger safety described in PA Title 75 § 4583.

- iii) Assess needs at each individual hospital and to evaluate community needs through data driven analysis and target resources appropriately.
 - iv) Develop, maintain, and distribute posters, pamphlets, etc.; provide knowledgeable replies to questions about laws, recommendations, and best practices; provide AV materials for loan; and provide training and technical assistance on correct use of car seats.
 - v) Monitor the program for effectiveness and adjust the program as needed.
- d) Staffing**
- i) All 212 Child Restraint Inspection Stations statewide are operated by nationally certified Child Passenger Safety Technicians during working hours.

II. Child passenger safety technicians (§ 1300.21 (d)(4))

a) Recruiting, training, and maintaining a “sufficient number” of CPS Technicians

- i) Pennsylvania maintains an active network and directory of Child Passenger Safety Technicians in 66 of 67 counties (99.97% population coverage). There are 1,863 CPS Technicians and Instructors in Pennsylvania. Technicians operate all – 212 Child Restraint Inspection Stations statewide during working hours and at least one technician is available during each inspection event conducted in the State.
- ii) The 2022 recertification rate for Pennsylvania was 65.36 percent with 400 out of 612 certified child passenger safety technicians completing the recertification requirements. The recertification rate was above the National average of 57.2 percent. A Child Passenger Safety Technical Update class, approved to meet the six CPS CEUs toward recertification, was developed and offered statewide. On average, 30 child passenger safety technical updates are provided (FY 2014-2015: 30 classes; FY 2015-2016: 27 classes; FY 2016-2017: 30 classes; FY 2017-2018: 28 classes; FY 2018-2019: 26 classes; FY 2019-2020: 33 classes; FY 2020-2021: 28 classes; FY 2021-22: 33 classes; FY 2022-2023: 36 classes conducted and scheduled)
- iii) Pennsylvania annually provides, on average, 23 Standardized Child Passenger Safety classes (FY 2014-2015: 24 classes; FY 2015-2016: 21 classes; FY 2016 – 2017: 28 classes; FY 2017 – 2018: 22 classes; FY 2018-2019: 25 classes; FY 2019-2020: 18 classes; FY 2020-2021: 26; FY 2021- 2022: 23 classes; FY 2022-2023: 28 classes conducted and scheduled)
- iv) To recruit, train and maintain child passenger safety technicians strategically located throughout Pennsylvania, the Selected Offeror will:

- (1) Based on the observed recertification rate, conduct a minimum of 10 child passenger safety certification classes to offset the annual lapses in certifications and ensure adequate coverage of inspection stations and events. Outreach for participation in the certification class is conducted in counties identified through the population-based level of service assessment. Currently, 8 + 2 (8: June 2023 – September 2023 + 2: October 2023– December 2023)
Standardized Child Passenger Safety Certification classes are scheduled. (June: Chester, Crawford, Cumberland, Lancaster, Luzerne; August: Berks, Dauphin, Dauphin; October: Lehigh; December: Armstrong)
- (2) Develop a one-day child passenger safety technical update approved for the six continuing education units (CEUs) annually.
- v) Conduct a minimum of 20 child passenger safety technical update classes for child passenger safety technician instructors and child passenger safety technicians
- vi) In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative trainings for FFY 24.

Class	Location	Estimated Students
1	Confirmed - Allegheny County	25
2	Confirmed - Armstrong County	15
3	Confirmed - Beaver County	20
4	Confirmed - Bedford County	20
5	Confirmed - Blair County	20
6	Confirmed - Centre County	12
7	Confirmed - Centre County	20
8	Confirmed - Cumberland County	20
9	Confirmed - Franklin County	15
10	Confirmed - Franklin County	20
11	Confirmed - Lackawanna County	20 – 30
12	Confirmed - Lehigh County	15 – 20
13	Confirmed - Luzerne County	15 – 20
14	Confirmed - Luzerne County	20 – 30

15	Confirmed - Montgomery County	15 - 20
16	Confirmed - Venango County	14
17	Confirmed - Washington County	20
18	Confirmed - Washington County	20
19	Confirmed - Westmoreland County	20
20	Tentative - Allegheny County	20
21	Tentative - Allegheny County	10
22	Tentative - Berks County	15
23	Tentative - Berks County	7 – 10
24	Tentative - Berks County	25
25	Tentative - Bradford County	20 – 30
26	Tentative - Bucks County	20
27	Tentative - Bucks County	15 – 20
28	Tentative - Cambria County	20
29	Tentative - Centre County	10
30	Tentative - Chester County	15 – 20
31	Tentative - Chester County	7 – 10
32	Tentative - Chester County	20
33	Tentative - Columbia County	20 – 30
34	Tentative - Crawford County	15
35	Tentative - Crawford County	15
36	Tentative - Dauphin County	20
37	Tentative - Dauphin County	10
38	Tentative - Delaware County	15 – 20
39	Tentative - Delaware County	20
40	Tentative - Erie County	15
41	Tentative - Erie County	12
42	Tentative - Erie County	8
43	Tentative - Indiana County	20

44	Tentative - Indiana County	20
45	Tentative - Jefferson County	12
46	Tentative - Jefferson County	10
47	Tentative - Juniata County	20
48	Tentative - Lackawanna County	15 – 20
49	Tentative - Lackawanna County	5 – 10
50	Tentative - Lancaster County	20
51	Tentative - Lancaster County	25 – 30
52	Tentative - Lebanon County	20
53	Tentative - Luzerne County	5 – 10
54	Tentative - Lycoming County	20 – 30
55	Tentative - McKean County	10
56	Tentative - Mercer County	10
57	Tentative - Mercer County	15
58	Tentative - Mercer County	15
59	Tentative - Monroe County	15 – 20
60	Tentative - Monroe County	20 – 30
61	Tentative - Montgomery County	7 – 10
62	Tentative - Montgomery County	25
63	Tentative - Northampton County	20
64	Tentative - Philadelphia County	7 – 10
65	Tentative - Snyder/Union County	15
66	Tentative - Snyder/Union County	20
67	Tentative - Warren County	12
68	Tentative - Warren County	8
69	Tentative - Washington County	10
70	Tentative - Wayne County	20 – 30
71	Tentative - Westmoreland County	10
72	Tentative - Wyoming County	5 - 10

73	Tentative - Wyoming County	20 – 30
74	Tentative - York County	7 – 10
75	Tentative - York County	20

III. Contract #4400021458 Task C – Certification Program Assistance

- a) The Traffic Injury Prevention Project will, under this contract**
- i) Maintain the National Child Passenger Safety Certification Program in Pennsylvania and meet the recommendations and requirements for the program set by the National Highway Traffic Safety Administration.
 - ii) Assess statewide needs using data driven analysis and complete all activities related to conducting NHTSA-approved child passenger safety technician courses, recertification courses, and continuing education units for certified technicians.
 - iii) Create and maintain a list of all technicians and instructors and matching those with events and public requests as needed.
 - iv) Serve as a knowledgeable resource for certified technicians, instructors, public and private agencies, and the public.
 - v) Obtain and maintain CPS Technician certification for 7 staff positions funded under this contract

Monitor the program for effectiveness and adjust the program as needed

Intended Subrecipients

Pennsylvania Chapter of the American Academy of Pediatrics (PA AAP)

Funding sources

The budget for this activity will be \$1,100,000 in FY2024, \$1,116,500 in FY2025, and \$1,133,247.50 in FY2026 for a total of \$3,349,747.50 NHTSA §402.

Planned Activity: Child Passenger Safety Education Initiatives

Planned Activity Description

To complement the efforts of the Statewide Child Passenger Safety Program Coordination, this project will deliver child car seats and training to underserved areas that are not serviced by the statewide CPS contract with PennDOT. This project will coordinate with the Traffic Injury Prevention Program (TIPP) to ensure equitable distribution of child car seats and proper training to parents and caregivers regarding the importance of proper use and correct installation of child restraints. This project will also recruit and train nationally certified CPS technicians among law

enforcement, first responders, emergency medical personnel, and other organizations serving low-income and underserved populations. The funding used for this program will satisfy the Special Rule under 23 CFR 1300.21(g)(2)(i) to carry out activities described in 23 CFR 1300.21(g)(1)(v).

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$220,000 in FY2024, \$220,000 in FY2025, and \$220,000 in FY2026 for a total of \$660,000.00 NHTSA §405b.

Countermeasure Strategy: High Visibility and Sustained OP Enforcement

Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement, using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speeding, occupant protection, 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. Strategies to target occupant protection violations may vary from those to reduce aggressive driving.

Seat Belt Enforcement (§ 1300.21 (e)(3)):

Periodic High-Visibility Belt Law Enforcement

Decreasing unbelted crashes depends upon identifying high crash locations and countermeasures to address the problem. The PennDOT Highway Safety Office will facilitate the creation, implementation, and monitoring of a statewide strategic seat belt plan to cover every county for the Teen Seat Belt, Thanksgiving, May Click It or Ticket, and Child Passenger Safety Week mobilizations in FFY 2024-FFY 2026. Each mobilization will have a detailed action plan created for implementing the enforcement and post enforcement reporting. These plans will be accompanied by earned media planned statewide and at the regional level by the highway safety

teams. State funded paid media will be used to support the May” Click-it-or Ticket” Mobilization for each year of this plan

Upcoming Enforcement Waves and Dates

- Mobilization 1: Teen Seat Belt Mobilization (October 9 – October 21, 2023)
Theme – Teen Driver Laws
- Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 13 – November 26, 2023)
Theme – “Operation Safe Holiday”
- Mobilization 3: May “Click-it-or-Ticket” Mobilization (May 13 - June 2, 2024)
Theme – Border to Border Enforcement
- Mobilization 4: Child Passenger Safety Mobilization (September 8 – September 21, 2024)
Theme – Proper Child Seat Usage

Population Coverage

Funded municipal police departments cover 42.98% of the total geographic areas where 2022 unrestrained passenger vehicle occupant fatalities occurred. 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 53.93% percent of the total 2022 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 96.91% percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.

Planned Police Department Coverage of 2022 Unrestrained Fatalities					
COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ALLEGHENY	DUQUESNE CITY	1	LEHIGH	ALLENTOWN CITY	3
ALLEGHENY	GLASSPORT BOROUGH	1	LEHIGH	SALISBURY TOWNSHIP	1
ALLEGHENY	INDIANA TOWNSHIP	1	LUZERNE	DALLAS TOWNSHIP	1
ALLEGHENY	NORTH VERSAILLES TOWNSHIP	1	LUZERNE	KINGSTON BOROUGH	1
ALLEGHENY	NORTHERN REGIONAL	1	LUZERNE	PITTSTON TOWNSHIP	1
ALLEGHENY	PITTSBURGH CITY	9	LUZERNE	SUGARLOAF TOWNSHIP	1
ALLEGHENY	ROBINSON TOWNSHIP	1	LYCOMING	MONTOURSVILLE BOROUGH	1
ALLEGHENY	WHITE OAK BOROUGH	1	LYCOMING	TIADAGHTON VALLEY REGIONAL	1
BEAVER	BEAVER BOROUGH	1	LYCOMING	WILLIAMSPORT CITY	1
BEAVER	BEAVER FALLS CITY	2	MCKEAN	BRADFORD TOWNSHIP	1
BEAVER	OHIOVILLE BOROUGH	1	MONROE	POCONO MOUNTAIN REGIONAL	1
BERKS	EXETER TOWNSHIP	1	MONTGOMERY	CHELTENHAM TOWNSHIP	1
BERKS	MUHLBERG TOWNSHIP	1	MONTGOMERY	CONSHOHOCKEN BOROUGH	2
BERKS	NORTHERN BERKS REGIONAL	1	MONTGOMERY	EAST NORRITON TOWNSHIP	1
BERKS	ROBESON TOWNSHIP	2	MONTGOMERY	FRANCONIA TOWNSHIP	1
BERKS	SOUTH HEIDELBERG TOWNSHIP	1	MONTGOMERY	LANSDALE BOROUGH	1
BERKS	TILDEN TOWNSHIP	1	MONTGOMERY	LIMERICK TOWNSHIP	2
BERKS	WYOMISSING BOROUGH	1	MONTGOMERY	LOWER MORELAND TOWNSHIP	1
BLAIR	ALTOONA CITY	3	MONTGOMERY	LOWER PROVIDENCE TOWNSHIP	1
BLAIR	LOGAN TOWNSHIP	1	MONTGOMERY	NEW HANOVER TOWNSHIP	1
BUCKS	BEDMINISTER TOWNSHIP	1	MONTGOMERY	PLYMOUTH TOWNSHIP	1
BUCKS	BENSALEM TOWNSHIP	3	MONTGOMERY	UPPER PROVIDENCE TOWNSHIP	1
BUCKS	FALLS TOWNSHIP	1	MONTGOMERY	WHITPAIN TOWNSHIP	1
BUCKS	HILLTOWN TOWNSHIP	1	MONTOUR	MAHONING TOWNSHIP	1
BUCKS	PLUMSTEAD TOWNSHIP	1	NORTHAMPTON	BETHLEHEM TOWNSHIP	1
BUCKS	QUAKERTOWN BOROUGH	1	NORTHAMPTON	LEHIGH TOWNSHIP	1
BUCKS	SPRINGFIELD TOWNSHIP	2	NORTHAMPTON	MOORE TOWNSHIP	1
BUCKS	UPPER MAKEFIELD TOWNSHIP	1	NORTHAMPTON	PALMER TOWNSHIP	1
BUCKS	UPPER SOUTHAMPTON TOWNSHIP	2	NORTHAMPTON	UPPER NAZARETH TOWNSHIP	1
BUTLER	BUTLER TOWNSHIP	1	NORTHUMBERLAND	RALPHO TOWNSHIP	1
BUTLER	PENN TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	9
BUTLER	ZELIENOPLE BOROUGH	1	PIKE	EASTERN PIKE REGIONAL	1
CAMBRIA	RICHLAND TOWNSHIP	1	VENANGO	POLK BOROUGH	1
CARBON	KIDDER TOWNSHIP	1	WASHINGTON	NORTH STRABANE TOWNSHIP	1
CHESTER	CALN TOWNSHIP	1	WAYNE	HAWLEY BOROUGH	1
CHESTER	TREDYFRIN TOWNSHIP	1	WESTMORELAND	ALLEGHENY TOWNSHIP	1
COLUMBIA	MONTOUR TOWNSHIP	1	WESTMORELAND	PENN TOWNSHIP	1
CRAWFORD	COCHRANTON BOROUGH	2	WESTMORELAND	WASHINGTON TOWNSHIP	2
DAUPHIN	HARRISBURG CITY	3	YORK	HANOVER BOROUGH	1
DAUPHIN	SWATARA TOWNSHIP	2	YORK	HELLAM TOWNSHIP	1
DELAWARE	ASTON TOWNSHIP	1	YORK	NORTHERN YORK COUNTY REGIONAL	3
DELAWARE	CHESTER CITY	6	YORK	SPRINGGETTSBURY TOWNSHIP	2
DELAWARE	SHARON HILL BOROUGH	1	YORK	WEST MANCHESTER TOWNSHIP	2
DELAWARE	SPRINGFIELD TOWNSHIP	1	YORK	YORK COUNTY REGIONAL	2
ERIE	CORRY CITY	1	PA STATE POLICE	Troop A	15
ERIE	ERIE CITY	3	PA STATE POLICE	Troop B	16
ERIE	GIRARD BOROUGH	1	PA STATE POLICE	Troop C	14
FRANKLIN	WASHINGTON TOWNSHIP	1	PA STATE POLICE	Troop D	14
GREENE	CUMBERLAND TOWNSHIP	1	PA STATE POLICE	Troop E	10
LACKAWANNA	SCOTT TOWNSHIP	2	PA STATE POLICE	Troop F	15
LACKAWANNA	SCRANTON CITY	1	PA STATE POLICE	Troop G	17
LACKAWANNA	THROOP BOROUGH	1	PA STATE POLICE	Troop H	20
LANCASTER	EAST COCALICO TOWNSHIP	1	PA STATE POLICE	Troop J	12
LANCASTER	EAST EARL TOWNSHIP	2	PA STATE POLICE	Troop K	9
LANCASTER	EAST LAMPETER TOWNSHIP	1	PA STATE POLICE	Troop L	8
LANCASTER	EPHRATA BOROUGH	1	PA STATE POLICE	Troop M	8
LANCASTER	MANHEIM TOWNSHIP	2	PA STATE POLICE	Troop N	10
LANCASTER	NORTHWEST LANCASTER CNTY REGIONAL	1	PA STATE POLICE	Troop P	5
LANCASTER	WEST EARL TOWNSHIP	1	PA STATE POLICE	Troop R	8
LANCASTER	WEST HEMPFIELD TOWNSHIP	1	PA STATE POLICE	Troop T	11
LANCASTER	WEST LAMPETER TOWNSHIP	1			
2022 Unrestrained Fatalities Covered by Municipal PDs					153
2022 Unrestrained Fatalities Covered by PA State Police*					192
Total 2022 Unrestrained Fatalities Covered					345
Total 2022 Unrestrained Fatalities					356
Percent of Total Unrestrained Fatalities Coverage					96.91%
*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.					

Sustained Belt Law Enforcement

Municipal police departments requesting funding to participate in the designated mobilization periods are required to accept a “Zero Tolerance” for drivers and passengers who ride unbuckled both during funded operations and routine patrols. A “Zero Tolerance” policy during routine patrols insures a minimum level of sustained seat belt enforcement during non-mobilization periods for the counties covered by the funded departments.

Pennsylvania State Police (PSP) policy language indicates “[m]embers are strongly encouraged to adopt a zero-tolerance policy towards any violation of the Commonwealth’s seat belt and child passenger restraint laws.” Formal “Zero Tolerance” policies are avoided in the PSP to minimize the appearance of quota establishment. Seat belt and child restraint citations written throughout the year are an indicator of sustained focus towards occupant protection enforcement. Additionally, the PSP utilize training videos periodically which encourage and promote seat belt and child restraint enforcement to their Troopers. These videos help reinforce the need to enforce the primary and secondary occupant protection laws in Pennsylvania.

High Risk Population Countermeasures (§ 1300.21 (e)(4)):

Unrestrained Nighttime Drivers (6 p.m. to 6 a.m.) Seat Belt Enforcement (§ 1300.21(e)(4)(ii))

As shown in the Occupant Protection (Adult and Child Passenger Safety) Program Area Description chart, the rate of unrestrained crashes, suspected serious injuries, and fatalities increases at night. To target this problem, a percentage of mobilization enforcement will be conducted at nighttime. Additionally, coordinated communication and enforcement plans will be distributed to Impaired Driving Projects. This media strategy will run during the Thanksgiving and May Seat Belt Mobilizations. The goal of this effort is to reduce both unbelted and impaired crashes and fatalities through coordinated enforcement and media plans. There will be no consolidation of funding sources for these efforts between the different types of enforcement. For FFY 2024-2026, all occupant protection mobilizations will require that at least 50% of enforcement occur during night-time hours. Enforcement operations will be focused along roadways with a high rate of unbelted crashes and areas with a high incidence of unbelted citations.

Teen Seat Belt Enforcement (§ 1300.21 (e)(4)(iii))

A high-visibility enforcement and education mobilization aimed at teen drivers will be conducted as a low use population countermeasure. Activities will include education programs in high schools, roving patrols, minicade informational sites, and earned media. Short-term, high-visibility enforcement campaigns have been shown to increase belt use more among traditionally lower belt-use groups, including young drivers, than among higher belt-use drivers. Enforcement operations focusing on teen drivers can be expected to improve belt usage within the targeted age group and provide lasting impact to reduce the immediate increases observed in unrestrained crashes for ages 20 to 29.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program

areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

Rationale

This countermeasure was selected to ensure participation in national mobilizations and in support of the qualification criteria required under §1300.21.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure all Pennsylvania State Police Troops and roughly 750 municipal police departments can participate in the Commonwealth's high visibility and sustained occupant protection enforcement efforts.

Evidence of Effectiveness:

CTW, Chapter 2: Sections 2.1, 2.2, 2.3, 3.1, 3.2, 5.1, 6.1, 7.1

Planned Activity: PA State Police Traffic Safety Initiatives

Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Non-Motorized Enforcement Program

Task Description(s) related to this Program Area

Task 4 - Occupant Protection

The Pennsylvania State Police (PSP) will participate in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities will include saturation patrols, conducting press events and preparing press releases, and reporting results of enforcement and educational efforts. The emphasis of the activities will be on seat belt use, with some activity aimed at the proper use of child passenger safety restraints.

Guidelines for enforcement activities, along with targets and objectives, will be provided to Troop or Area Commanders. The commanders will then use multiple data sources to decide when and where to conduct overtime enforcement. Data sources include historical data, evaluations of previous enforcement campaigns, direct knowledge of incidents in the area, and analysis of incident reports to identify high crash corridors.

Intended Subrecipients

Pennsylvania State Police, Bureau of Patrol

Funding sources

The budget for this activity will be \$2,000,000 in FY2024, \$2,200,000 in FY2025, and \$2,400,000 in FY2026 for a total of \$6,600,000 NHTSA §405b.

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned Activity Description

PennDOT will continue to fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single Police Traffic Services grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. PennDOT will fund approximately fifty (50) Police Traffic Services grants in each of FFY 2024, FFY 2025, and FFY 2026. Funding under this enforcement program will ultimately reach approximately 750 municipal police departments.

In FFY 2024-2026, law enforcement agencies will be permitted to use grant funding for Meaningful Public Engagement (MPE) opportunities. The opportunities will take the form of a public meeting that provides a venue for traffic safety outreach and hearing public comment. These comments will help the Highway Safety Office craft future Highway Safety Plans. Other objectives of the law enforcement engagement are to build trust with the community and deliver a meaningful Highway Safety message.

These enforcement grants will address road segments with the highest unbelted occupant crash numbers statewide as reported by municipal police. Participating departments will use traffic enforcement zones and roving patrol operations as their enforcement strategy. These details are coordinated throughout the year to correspond with both national and local mobilizations.

Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed for the PTS grantees to assist in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local

crash data by date, time, and location as well as by safety focus area enhancing the evidence-based enforcement details. The law enforcement liaisons as well as the regional DUI program administrators have also been trained on the PCIT tools. It is not mandated that grantees use the PCIT tools as the only source of problem identification for enforcement. PennDOT encourages law enforcement grantees use all available resources such as local arrest records and local crash data analysis. The municipal police departments participating under a PTS grant cover 94% of the crashes (20,582 of 21,812) involving an unbelted occupant who was injured or killed in a municipal police jurisdiction over the period of 2018 to 2022.

Intended Subrecipients

Eligible applicants include local governments*.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be \$2,050,000 in FY2024, \$2,130,750 in FY2025, and \$2,162,711.25 in FY2026 for a total of \$6,343,461.25 NHTSA §402.

Program Area: Planning & Administration

Description of Highway Safety Problems

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, policies, etc., the Bureau of Maintenance and Operations, Program Services Unit, is responsible for Pennsylvania's Highway Safety Program.

Planned Activity: Planning & Administration - PA Highway Safety Office Management

Planned Activity Description

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. 23 CFR § 1300.13(a) describes which state highway safety agency-related costs are considered Planning and Administration versus Program Management. This planned activity captures those Planning & Administration costs not applicable to Program Management.

Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Operations

Funding sources

The budget for this activity will be \$550,000 in FY2024, \$558,250 in FY2025, and \$566,623.75 in FY2026 for a total of \$1,674,873.75 NHTSA §402.

Program Area: Police Traffic Services

Description of Highway Safety Problems

Aggressive Driving

Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Aggressive driving behavior includes a combination of at least two factors such as speeding, tailgating, red light or stop sign running, frequent or careless lane changes, failing to yield to the right-of-way, and passing improperly.

On average, between 2018 and 2022, nearly 10% of all crash fatalities in Pennsylvania were a result of aggressive driving. During this same timeframe, nearly 16% of all crash fatalities in Pennsylvania were a result of speeding crashes. In a crash that is deemed aggressive, speed is typically the most common contributing factor.

It is anticipated that high visibility enforcement coupled with intensive media coverage will lead to greater public awareness, more responsible driving practices, and a lasting change in motorist behavior. Law enforcement agencies in Pennsylvania are provided overtime enforcement funding to implement proven and cost-effective traffic safety enforcement strategies.

Support for speeding and aggressive driving enforcement is provided under the Police Traffic Services or PTS grant program. Funding under this program reaches approximately 750 municipal police departments. Individualized speeding and aggressive driving specific crash and map data is made available to these departments via the restricted access area of the Pennsylvania Crash Information Tool (PCIT). This data allows departments to use an evidenced-based enforcement approach by conducting details at a time and specific location.

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 80 distracted driver fatalities in Pennsylvania in 2022, almost 35% higher than the prior five-year (2017 to 2021) average of 59.4 fatalities per year. Additionally, there were 411 distracted driver suspected serious injury crashes in Pennsylvania in 2022, up from the prior five-year (2017 to 2021) average of 345. While Pennsylvania had been experiencing a downward trend in the five-year average data points, the 2022 increase in number of fatal crashes and serious injuries involving a distracted driver are significant enough to have caused those averages to increase. However, the number of total reported distracted driving crashes in 2022 was 11,836, almost 12% lower than the prior five-year (2017 to 2021) average of 13,435.

It is believed the actual number of distracted driving crashes could be higher, but many go unreported since the cause is not 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. Besides 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.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-6) Number of speeding-related fatalities (FARS)	2026	5 Year	420
Distracted Driving Fatalities (State Crash Data)	2026	5 Year	57.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility and Sustained PTS Enforcement
Educational and Outreach Programs

Countermeasure Strategy: High Visibility and Sustained PTS Enforcement

Project Safety Impacts

The basic behavioral strategy to address traffic law violations is high visibility enforcement using specifically trained officers and equipment. The same evidence-based enforcement principles apply across aggressive driving/speed, occupant protection, 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. Strategies to target speeding and other aggressive driving violations may vary from those to reduce impaired driving.

Linkage Between Program Area

Problem identification data supports planning high visibility enforcement operations by prioritizing causal factors, geographic locations, and resource allocation. Aligning high visibility

enforcement activities with national and state program area-specific communications campaigns provides direct benefit towards influencing established performance targets within the program areas. A combination of evidence-based enforcement and communications planning provides one of the greatest potential opportunities for reducing traffic crashes. The linkage is straightforward: the data informs the selection of the appropriate countermeasure and program area based on the causal factors, the appropriate geographic locations to target, and the allocation of available resources.

Rationale

Nearly 16% of all fatalities were a result of speeding crashes and 10% of all fatalities were a result of aggressive driving in 2022. This countermeasure was selected to compliment occupant protection and impaired driving enforcement efforts and ensures enforcement is directed at the most problematic driving behaviors as defined by crash data. Mobilizations and sustained enforcement are identified for this countermeasure as part of our annual traffic safety enforcement planning calendar.

The level of funding allocated to this countermeasure reflects an amount necessary to ensure Pennsylvania State Police Troops and municipal police departments can participate in the Commonwealth's high visibility and sustained aggressive driving/speed enforcement efforts.

Evidence of Effectiveness

CTW, Chapter 3: Sections 2.2, 2.3, 4.1

Planned Activity: PA State Police Traffic Safety Initiatives

Planned Activity Description

PennDOT provides funding for the Pennsylvania State Police in support of the state's highway safety program. A variety of highway safety initiatives are included in this agreement reflecting enforcement, public outreach, and associated training. The agreement includes 6 Tasks that will be funded in FFY 2024-2026:

1. Impaired Driving Enforcement and Initiatives
2. Child Passenger Safety (CPS) Fitting Stations
3. The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)
4. Occupant Protection
5. State Police Selective Traffic Enforcement Program (STEP)
6. Non-Motorized Enforcement Program

Task Description(s) related to this Program Area:

Task 3 & 5 - The Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)/State Police Selective Traffic Enforcement Program (STEP)

The Pennsylvania State Police (PSP) implements proven, widely accepted, cost-effective traffic safety improvement strategies to address common traffic law violations and other criminal driving behavior. Two of such programs include the Aggressive Driving Enforcement and Education Program and the Selective Traffic Enforcement Program (STEP).

Under the Aggressive Driving Enforcement and Education program, the PSP will conduct sustained aggressive driving enforcement during four quarterly waves encompassing the entire fiscal year (October 1 – December 31, January 1 - March 31, April 1- June 30, and July 1 – September 30), during which they allocate their budgeted overtime hours for Aggressive Driving among their Troops across the state. The broader campaign periods provide flexibility and reduce the volume of special orders executed by PSP Headquarters. Troop or Area Commanders will utilize historical crash data and evaluations of previous enforcement campaigns to determine when and where to schedule the overtime enforcement initiatives most effectively. PSP personnel will also work with and support participating municipal police departments during periodic campaigns.

The Selective Traffic Enforcement Program (STEP) is a State Police initiative designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Enforcement and media campaigns will be conducted during seven major holiday travel periods, including: New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. Statistics gathered during each wave will be compiled and reported statewide via media releases. This enforcement is in direct support of and complementary to the mobilization campaigns. The focus of the mobilization campaign remains intact through the HVE related messaging. According to key findings of NHTSA's [*Traffic Safety Facts, Speeding*](#) (June 2022):

- “Drivers who were speeding when involved in fatal crashes in 2020 were found to have blood alcohol concentrations (BACs) of .08 g/dL or greater than those drivers not speeding (37% versus 17%)—or even higher BACs of .15 g/dL or greater (25% versus 11%)—than those drivers who were not speeding.
- Thirty-four percent of motorcycle riders involved in fatal crashes in 2020 were speeding, more than drivers of any other vehicle type.
- In fatal crashes in 2020 more than half (53%) of speeding drivers of passenger vehicles were unrestrained at the time of crashes, compared to 24 percent of non-speeding passenger vehicle drivers.”

Intended Subrecipients

Pennsylvania State Police, Bureau of Patrol

Funding sources

The budget for this activity will be \$3,222,000 in FY2024, \$3,540,000 in FY2025, and \$3,860,000 in FY2026 for a total of \$10,622,000 NHTSA §402.

Planned Activity: Statewide LEL Program Coordination

Planned Activity Description

Municipal police participation in high visibility enforcement operations will be supported through a project offered by PennDOT titled Statewide LEL Program Coordination. This project will provide Law Enforcement Liaison support services to provide training and technical assistance to police agencies, assist in the selection of enforcement areas, coordinate multi-jurisdictional enforcement efforts, monitor performance during enforcement campaigns, and assist in project site visits when appropriate.

Intended Subrecipients

Eligible applicants include local governments*.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding sources

The budget for this activity will be \$1,100,000 in FY2024, \$1,131,500 in FY2025, and \$1,148,472.50 in FY2026 for a total of \$3,379,972.50 NHTSA §402.

Planned Activity: Municipal Police Traffic Services Enforcement Program

Planned Activity Description

PennDOT will continue to fund municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian enforcement countermeasures in a single Police Traffic Services grant agreement. Funding distribution utilizes an allocation formula based on crash data. Eligible governmental units are identified by the Pennsylvania Highway Safety Office based on police jurisdictional coverage of high-crash areas. Approximately fifty (50) Police Traffic Services grants will be funded for FFY 2024-2026. Funding under this enforcement program will ultimately reach approximately 750 municipal police departments. These enforcement grants will address road segments with the highest aggressive driving and speeding crash numbers statewide as reported by municipal police.

Participating departments will use traffic enforcement zones and roving patrol operations as their enforcement strategy. These details are coordinated throughout the year to correspond with both national and local mobilizations. Police departments have access to a restricted area of the Pennsylvania Crash Information Tool (PCIT) specifically designed to assist in identifying high-risk areas to target enforcement. The enforcement query tool will allow enforcement grantees to query their local crash data by date, time, and location as well as by safety focus area to enhance the evidence-based enforcement details. The law enforcement liaisons, as well as the regional DUI program administrators, have also been trained on the PCIT tools. It is not mandated that the grantees use the PCIT tools as the only source of problem identification for enforcement. PennDOT encourages law enforcement grantees use all available resources such as local arrest records and local crash data analysis.

In FFY 2024-2026, law enforcement agencies will be permitted to use grant funding for Meaningful Public Engagement (MPE) opportunities. The opportunities will take the form of a public meeting that provides a venue for traffic safety outreach and hearing public comment. These comments will help the Highway Safety Office craft future Highway Safety Plans. Other objectives of the law enforcement engagement are to build trust with the community and deliver a meaningful Highway Safety message.

Intended Subrecipients

Eligible applicants include local governments*.

**Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding sources

The budget for this activity will be \$2,050,000 in FY2024, \$2,130,750 in FY2025, and \$2,162,711.25 in FY2026 for a total of \$6,343,461.25 NHTSA §402.

Countermeasure Strategy: Educational and Outreach Programs

Project Safety Impacts

Educational and outreach programs provide a necessary compliment to traffic safety enforcement activities. These efforts are adaptable to varying geographic locations and problems as identified by data and support a variety of performance targets.

Linkage Between Program Area

Enhanced Education and Outreach will support other PennDOT efforts in Distracted Driving. Programming will focus on all types of driving distractions, not just cell phones. Education and Outreach is intended for all relevant demographics, but teens will be a primary focus of this initiative.

Rationale

This countermeasure was selected to support and compliment Distracted Driving efforts in the Commonwealth as fatalities associated to this metric went up 33.3 % from 2021 to 2022 (60 fatalities in 2021 to 80 fatalities in 2022). The level of funding allocated to this countermeasure reflects the amount necessary to assess the current landscape of Distracted Driving in Pennsylvania and the associated development and deployment of training to support our educational outreach network.

Evidence of Effectiveness:

CTW, Chapter 4: Sections 2.1, 3.1; Chapter 6: Sections 2.2, 3.1

Planned Activity: Distracted Driving Outreach

Planned Activity Description

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 programming/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.

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

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Funding Sources

The budget for this activity will be \$100,000 in FY2024, \$100,000 in FY2025, and \$100,000 in FY2026 for a total of \$300,000 NHTSA §402.

Program Area: Traffic Records

Description of Highway Safety Problems

Pennsylvania’s traffic records system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The statewide traffic records system is used to perform problem identification, establish targets and 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 sections. The Analysis group is responsible for receiving, processing, analyzing, and converting crash reports into usable crash data. This group is comprised of 3 areas: Analysis East, Analysis West, and FARS. Analysis East and Analysis West are responsible for all Pennsylvania non-fatal crashes. Staff use the Crash Reporting System (CRS) to validate the information on the crash report comparing it to a set of nearly 400 edits. The Information Systems group is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) and other analytical products. Those requesting data include engineers, media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies. Additionally, this group is responsible for developing, maintenance, and the administration of the online Pennsylvania Crash Information Tool (PCIT).

Projects that will be implemented in FFY 2024 to improve the state data system are outlined in the 2024 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified recommendations and considerations in the system, crash records performance measures, and updates on ongoing projects.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	Completeness	2024	Annual	0.09
2024	Accuracy	2024	Annual	0.30
2024	Timeliness	2024	Annual	9.5

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves one or more performance measures of a core highway safety database
Improves one or more performance measures of one or more core highway safety databases

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

Project Safety Impacts

States should establish and implement a complete and comprehensive traffic records program. This program, including the associated traffic crash data, is essential for the performance of planning, problem identification, operational management and control, tracking of safety trends, and the implementation and evaluation of highway safety countermeasures and activities.

Linkage Between Program Area

Traffic records programs provide crash data and other information specific to the problem identification process used through state highway safety program management.

Rationale

In addition to implementing recommendations from the latest state Traffic Records Assessment, this countermeasure was selected to enable improvements to one or more performance measures of a core highway safety database.

The level of funding reflects the projected costs determined to complete the planned activities as approved by the Pennsylvania Traffic Records Coordinating Committee.

Evidence of Effectiveness:

HSP Guidelines No. 10

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
State Funded	CDART System Enhancements
State Funded	CRS System Enhancements

Planned Activity: CDART System Enhancements

Planned activity number: State Funded

Planned Activity Description

Every year, the CDART user base expands bringing with it new users who need new ways to access the data. The current users also request ways that can help them retrieve more useful data. As a result, multiple releases have been implemented over the course of the fiscal year. The changes aim to improve the usefulness of the current application for users and improve the accessibility of crash data to many users.

Intended Subrecipients

Pennsylvania Department of Transportation

Planned Activity: CRS System Enhancements

Planned activity number: State Funded

Planned Activity Description

Continued maintenance of the Crash Reporting System and Crash Fatality Application. Implementation of improvements affect mostly Quality and Completeness metrics, but also Timeliness and Uniformity at times. Six releases are planned for implementation during the fiscal year.

Intended Subrecipients

Pennsylvania Department of Transportation

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

Project Safety Impacts

States should establish and implement a complete and comprehensive traffic records program. This program, including the associated traffic crash data, is essential for the performance of planning, problem identification, operational management and control, tracking of safety trends, and the implementation and evaluation of highway safety countermeasures and activities.

Linkage Between Program Area

Traffic records programs provide crash data and other information specific to the problem identification process used through state highway safety program management.

Rationale

In addition to implementing recommendations from the latest state Traffic Records Assessment, this countermeasure was selected to enable improvements to one or more performance measures of one or more core highway safety databases.

The level of funding reflects the projected costs determined to complete the planned activities as approved by the Pennsylvania Traffic Records Coordinating Committee.

Evidence of Effectiveness:

HSP Guidelines No. 10

Planned Activity: Statewide Traffic Records Program Support

Planned Activity Description

The overall project goal is designed to assist Pennsylvania in supporting NHTSA's safety strategy to eliminate traffic deaths and the Commonwealth's interim SHSP goals. The measurable goals for this project will be:

1. Increase the speed with which data is entered into a traffic crash database through electronic reporting by decreasing the amount of time it takes to prepare and post a crash report. We would like to improve timeliness to an average of 9.5 days per case in FFY24. Timeliness is the length of time that occurs from the time a crash occurs to when the crash report is received by PennDOT's Data Repository. It is essential in obtaining real time data for location and cause evaluation.
2. Decrease the number of errors found in all crash cases to an average of 0.30 errors per case in FFY24. In preparing a crash report, the information within the report provides invaluable data when evaluating the crash. The accuracy of the report has a direct impact on the quality of the data being evaluated.
3. Improve the completeness of crash statistics to an average of 0.09 missing values per case in FFY24. A crash report cannot be accurately evaluated when fields or attributes are omitted.

The primary focus of this project will continue the use of a regional Traffic Records Program Administrators (TRPA). The TRPAs work with each of Pennsylvania's Law Enforcement Agencies that are required to submit crash reports. Each TRPA will establish themselves as the point of contact between PennDOT Crash Reporting staff and the law enforcement community. TRPAs will be assigned to make the regular contact with enforcement agencies in four PA Regions. The TRPA will schedule meetings, provide review of existing reporting activities, complete individual or group trainings, workshops, provide computer equipment and training, and review LEA reporting performance. Additionally, TRPAs will be engaged in actively

onboarding police departments to Pennsylvania's TraCS software. This implementation allows for electronic submission of citations, critically improving both the accuracy and timeliness to Pennsylvania's court systems.

Without an effective Traffic Records 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 hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to guide programs including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways.

Improving data is among the top priorities of NHTSA and state transportation agencies across the county. The realization of the importance of quality data is not only vital to the users of the data, but to those in the field who collect it. Without the cooperation of data collectors (law enforcement agencies), the goal of having timely, accurate, complete, integrated, uniform, and accessible data can never be obtained.

Law enforcement agencies are required to respond to crashes in their jurisdictions. In addition to arranging for appropriate emergency services, securing the scene, gathering evidence, and clearing the roadway as soon as practical, enforcement officers must create the basic record of the circumstances involved in the crash. Even when officers fully understand the importance of high-quality crash data, their ability to perform this task is challenged by competing priorities, specific gaps in training or expertise, and often a simple lack of access to the source of required information. A successful system for crash data collection would incorporate the technologies needed by crash investigators to ensure accurate data, completion of the form, and seamless transfer of the data.

Unfortunately, this is where the breakdowns in the system occur. Local law enforcement agencies (LEAs), pressed for resources, sometimes conclude that they can no longer afford to spend time necessary to complete the Crash Report or file it completely.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEAs). This project continues to provide the LEA community a TRPA as a point of contact between PennDOT's Crash Information Systems and Analysis Unit and 1,100 police agencies across the state.

Intended Subrecipients

Eligible applicants include local governments*, Pennsylvania state-related universities and Pennsylvania State System of Higher Education universities, and non-profit organizations.

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Funding sources

The budget for this activity will be \$1,204,000 in FY2024, \$1,245,000 in FY2025, and \$1,287,000 in FY2026 for a total of \$3,736,000 NHTSA §405c.

Planned Activity: Crash Architecture and Public/Private Data Interface

Planned Activity Description

The current CDART application is an intranet application only available to Commonwealth agencies, PSP headquarters, and the Metropolitan Planning Organizations who access the system via the Business Partner network. The application's tools are designed for engineering solutions. There is a "soft-side" need for crash data as well. This need does not only reside within PennDOT, but also within the safety community which is interested in reducing fatalities and injuries due to things like drinking and driving, seatbelt use, aggressive driving, distracted driving, etc. Police agencies are also interested in curbing these same activities. This project calls for continuing development of an application to allow PennDOT's safety partners, the police who report crashes, and the public an effortless way to access useful crash data. Until the start of this project, the public only had access to crash data through the annual Crash Facts and Statistics Book. While this document was and still is published online, it only covers high level crash data. Additionally, data can be requested through contacting PennDOT's Crash Information Management Section. Neither of these options provide the user quick and easy access to detailed crash information. CDART is an online system with an interface that allows the general user access to digestible crash information. This includes using mapping capabilities and eventually the ability to query other system's data in combination with the crash data. The benefits of the project include self-service access to crash data for many users, providing crash data to users faster, providing more complete crash data, providing crash data that is easier to understand, and improving crash data accessibility.

The Pennsylvania Crash Information Tool (PCIT) continues being developed in phases, with each phase adding additional functionality. Once large development pieces have ceased, any additional minor development will be handled through a maintenance cycle within PennDOT, as needs are identified.

Intended Subrecipients

Pennsylvania Department of Transportation.

Funding sources

The budget for this activity will be \$650,000 in FY2024 NHTSA §405c.

Planned Activity: Re-write of portions of the Vehicle Registration and Driver Licensing Systems

Planned activity number: State Funded

Planned Activity Description

Currently, the Vehicle Registration and Driver Licensing Systems are 20 to 30 years old. These systems need to be updated to take advantage of new technology and improve business practices. The purpose of this project is to create a modernized driver and vehicle system that will allow PennDOT to track customers' driver and vehicle products. The major goals include developing a series of compatible systems that can efficiently manage Driver and Vehicle data, anticipating and responding to changing business dynamics, improving customer satisfaction, reducing the cost of doing business, enhancing the privacy and security of customer information and products, and maximizing productivity and efficiency.

The development has been occurring now for a number of years, with the new Vehicle Systems likely to become the "system of record" in 2024. Development of the Driver Systems will follow.

Input from partners, suppliers and stakeholders will be included in the redesign of the new system. This encompasses dealerships, driver associations, AAA, inspections stations, Department of Revenue, and insurance agencies.

Intended Subrecipients

Pennsylvania Department of Transportation.

Planned Activity: Crash Applications Strategy Plan

Planned Activity Description

This Plan will allow for the review of all Crash Reporting Systems. The Plan will also determine the extent of functionality and compatibility for the Crash Reporting System website, Crash Validation web service, and Crash Fatality Application. Additionally, this encompasses database design, user interfaces, and validation rules. These improvements will help PennDOT meet current demands and replace outdated technologies.

The Crash Reporting System was initially implemented in 2001, and the Crash Validation Web Service and Crash Fatality Applications were designed in the 2010s. This proposed redesign will

overcome decades of patches and shortcoming of initial design. The Plan allows for more efficient maintenance and expanded functionality that will not require as many data modifications, trouble tickets or software releases. A review of these data systems enables a clear path for a potential redesign. The end result will also improve the user interface and documentation for both police investigators and crash data analysts.

Intended Subrecipients

Pennsylvania Department of Transportation

Funding sources

The budget for this activity will be \$616,500 in FY2024 NHTSA §405c.

Planned Activity: Weigh in Motion Traffic Data Collection

Planned Activity Description

This activity allows for the installation of a virtual Weigh-in-Motion (VWIM) permanent site on an interstate within PennDOT Engineering District 4-0. Installation of the VWIM will give the district the first permanent weight site, providing access to continuous accurate vehicle classification and weight data.

Short term traffic counts are only collected one day a year and can only provide vehicle classification data. The VWIM installation would provide continuous, accurate vehicle classification and weight data accessible to PennDOT, the Pennsylvania State Police, and the Federal Highway Administration (FHWA). Engineering District 4-0 has requested a VWIM installation to help combat the number of overweight vehicles, which deteriorate the roads at a quicker pace. The combination of overweight vehicles on a deteriorating highway is a safety concern for all motorists.

Additional outcomes of the VMIM installation include: accurate calculations for future design projects by PennDOT District 4-0; the ability for the PSP to conduct weight enforcement; and to expand the state's weight data availability.

Intended Subrecipients

Pennsylvania Department of Transportation

Funding sources

The budget for this activity will be \$300,000 in FY2024 NHTSA §405c.

Program Area: Preventing Roadside Deaths

Description of Highway Safety Problems

Over the past five years, Pennsylvania has averaged nearly 120 shoulder-related crashes each year. During this same timeframe there were 38 Serious Injuries and 9 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 would like to expand our outreach capabilities, gather more reliable data, and find more effective solutions to Preventing Roadside Deaths.

Associated Performance Measures

Performance measure name	Target End Year	Target Period	Target Value
C-1) Number of traffic fatalities (FARS)*	2026	5 Year	1,123.7
Shoulder-Related Crashes (State crash data)	2026	5 Year	98.4

Planned Activity: Preventing Roadside Deaths

Planned Activity Description

In an effort to protect our first responders and others stopped roadside, PennDOT will be initiating a Preventing Roadside Deaths program area for FFY 24-26. These efforts can enhance prior Move Over Law awareness efforts. We aim to identify data regarding roadside incidents to better understand and educate on the scope of the problem. Additionally, we aim incentivize optical measures that increase the visibility of stopped and disabled vehicles.

Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Operations

Funding sources

The budget for this activity will be \$140,000 in FY2024, \$150,000 in FY2025, and \$160,000 in FY2026 for a total of \$450,000 NHTSA §405h.

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Planned Activity Name
Statewide LEL Program Coordination
Municipal Police Traffic Services Enforcement Program
Statewide DUI Program Coordination
PA State Police Traffic Safety Initiatives

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

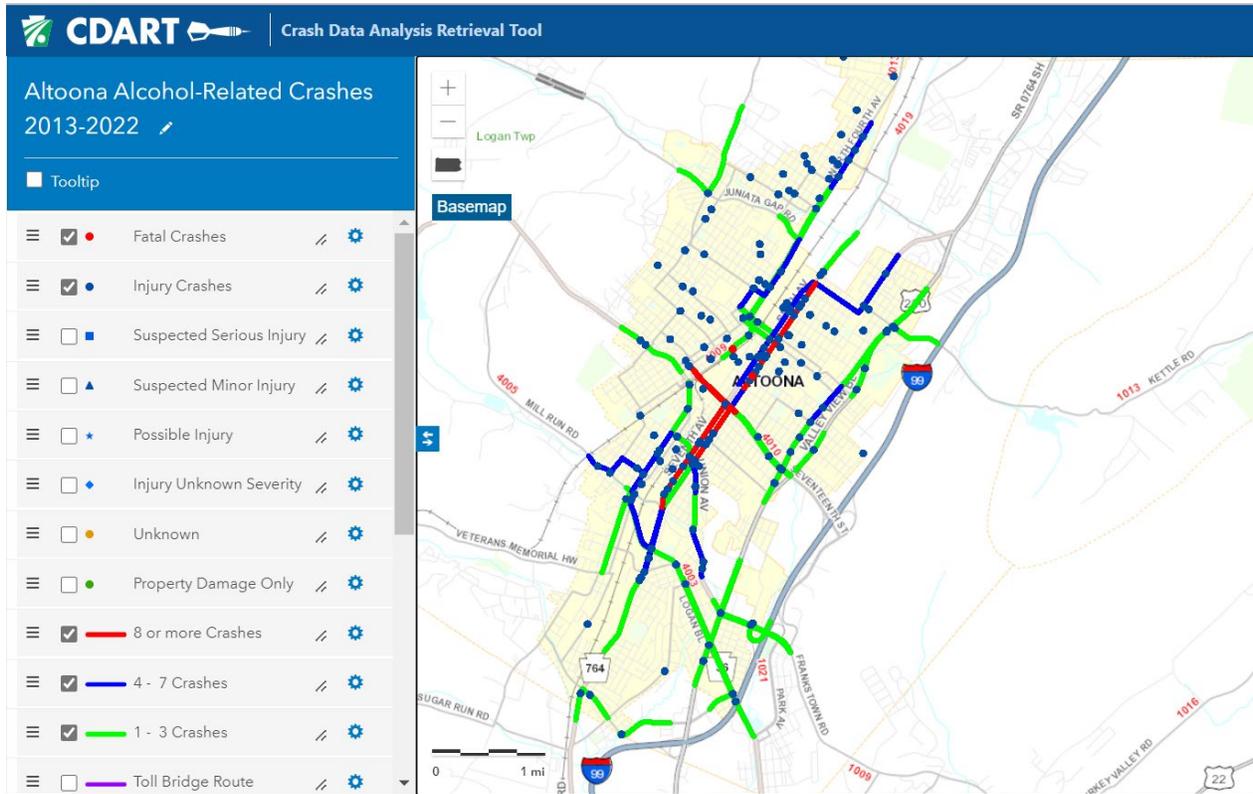
Crash Analysis

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. We must ensure the selected departments have particular enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and deaths. Funding levels are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, the City of Philadelphia accounts for nearly eight (8) percent of all impaired driving crashes resulting in an injury or fatality reported by local police departments during 2018-2022. Therefore, this data shows they should receive approximately eight (8) percent of the impaired driving enforcement funding dedicated to local police. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

PennDOT provides crash data information to clearly identify roadways and jurisdictions where crashes are occurring. Thresholds are established and are constantly modified to reflect the number of roadways necessary to reach Pennsylvania's reduction target or funding resources available.

Analysis of statewide crashes using PennDOT’s Crash Data Analysis Retrieval Tool (CDART) helps identify roadway segments and locations with high occurrences of crashes based on current and prior year crash data. As an example, the thematic map below shows alcohol-related crash road segments in Altoona and is an example of a problem identification process for a program area.

Map Depicting Alcohol Related Crashes in Altoona to Target Enforcement Efforts:



In addition to the CDART maps, PennDOT has the ability to provide additional road profile information through CDART outputs. For this particular roadway information (below), the enforcing police department can clearly see that the highest percentage of crashes occur at 3 p.m. during Fridays in October. The agency must identify what makes that time of day and week more dangerous than others and what local issues contribute to this problem.

MONTH OF YEAR												DAY OF WEEK								
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUN	MON	TUE	WED	THU	FRI	SAT	
CRASHES	29	15	21	29	20	26	23	17	20	29	24	26	20	41	30	30	41	58	40	276
PCT	8%	5%	8%	8%	6%	7%	8%	6%	8%	11%	6%	10%	6%	15%	13%	13%	15%	21%	14%	100%

HOUR OF DAY																									
	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
CRASHES	3	3	2	2	3	6	3	11	9	14	14	13	24	17	25	30	25	19	10	7	14	10	4	9	278
PCT	1%	1%	1%	1%	1%	2%	1%	4%	3%	5%	5%	5%	6%	6%	9%	11%	9%	7%	4%	3%	5%	4%	1%	3%	100%

The department can supplement their internal data with this data to organize enforcement patrols that best fit the problem they are trying to address. Additional profile information (below) can inform the department that the majority of collisions for this roadway are “angle” crashes. “Too

fast for conditions” and “running red lights” are prominent specific driver actions. (“No Contributing Action” is commonly the top action so the 2nd and 3rd actions provide a better picture.)

COLLISION TYPE		CRASH SEVERITY LEVEL		SEVERITY COUNT		DRIVER ACTIONS	
	CRASHES PCT		CRASHES PCT		PERSONS		ACTIONS PCT
ANGLE	118 42%	FATAL	1 0%	FATALITIES	1	NO CONTRIBUTING ACTION	313 45%
REAR END	104 38%	MAJOR	4 1%	MAJOR	4	TOO FAST FOR CONDITION	73 10%
HIT FIX OBJ	25 9%	MODERATE	22 8%	MODERATE	31	RUNNING RED LIGHT	71 10%
SAME DIR SS	11 4%	MINOR	68 25%	MINOR	98	DRIVER WAS DISTRACTED	32 5%
PEDESTRIAN	8 3%	UNK SEVERITY	45 16%	UNK SEVERITY	73	IMPROPER/CARELESS TURN	29 4%
NON COLL	6 2%	PDO	136 49%	UNK IF INJURED	5	OTHER IMPROPER DRIVING	29 4%
HEAD ON	3 1%	TOTAL	276 100%			FAILURE TO RESPOND TCD	19 3%
OPP DIR SS	2 1%					TAILGATING	19 3%
UNKNOWN	1 0%					AFFECTED PHYSICAL COND	17 2%
TOTAL	276 100%					FAIL MAINT PROP SPEED	16 2%
						UNKNOWN	16 2%
						SPEEDING	13 2%
						OTHERS	49 7%
						TOTAL	698 100%

Deployment of Resources

In addition to providing locational data to our partners, our enforcement allocated grants use a formula that takes into account a five year look back of crashes, fatalities, and suspected serious injuries among established partner municipalities. According to the most recently available data from the PennDOT Crash Records System, from 2018 to 2022 local police departments reported 17,147 crashes involving an impaired driver which resulted in an injury or fatality. In this example, an impaired driver crash is described as a crash involving at least one driver who at the time of the crash was suspected by the officer to be impaired in at least one or a combination of the following categories: alcohol, illegal drugs, alcohol and drugs, or medication. In order to be the most effective with limited grant funding, the HVE program involving local police departments needs to remain data-driven and conduct enforcement in the appropriate geographic areas identified by crash data. As such, grant funds are targeted at local police departments who reported 16,166 of the 17,147 impaired driver crashes. In other words, 94 percent of the impaired driver related crashes resulting in an injury or fatality will be covered by grant funded enforcement programs in FFY 2024-2026.

Effectiveness Monitoring

After enforcement waves are completed, PennDOT analyzes the enforcement’s effectiveness by looking at crash-reduction data. Although no citation targets are established, PennDOT requests that all departments meet a performance measure of an annual average of two contacts for every enforcement hour. In the aggressive driving enforcement chart below, departments meeting the target are noted in green.

Grant Organization	AD Traffic Enforcement Zones FY23 YTD stats			AD Wave 3/20 - 4/23		
	Enf Hours	Contacts	Contacts per Hour	Enf Hours	Contacts	Contacts per Hour
Bucks	763.75	1,614	2.11	483.25	1,026	2.12
Ferguson Twp	77.5	132	1.70	7	17	2.43
Mt Lebanon Twp	208.5	362	1.74	54	110	2.04
Old Lycoming Twp	63	137	2.17	23.5	42	1.79
York	1,507.8	2,859	1.90	732.5	1,366	1.86

If a department is falling significantly below meeting the two contacts per enforcement hour rate, did not participate in the mobilization, or otherwise failed to meet minimum enforcement standards, PennDOT and/or its Regional Law Enforcement Liaisons will contact the department.

For local police departments, a Performance Action Plan will be jointly developed to include: a deficit indicator, measurable targets, activities to achieve measurable outcomes, and a timeline for completion. Upon completion of a Performance Action Plan assessment, one of the following actions will be taken: no action, follow up monitoring, retraining/administrative meeting, grant budget reduction, or grantee termination. Funds available upon the conclusion of mobilizations are either redirected to departments selected to replace terminated grantees or are redistributed based on the original allocation formula utilized.

PennDOT will monitor Pennsylvania State Police Troop performance jointly with the Bureau of Patrol. Quarterly and interim enforcement reports will be reviewed along with feedback from Troopers to determine corrective actions. Adjustments to current year and future enforcement plans will be made during scheduled and periodic monitoring visits.

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility and Sustained DUI Enforcement
High Visibility and Sustained OP Enforcement
High Visibility and Sustained PTS Enforcement

Planned activities in countermeasure strategy

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Planned Activity Name
Municipal Police Traffic Services Enforcement Program
PA State Police Traffic Safety Initiatives