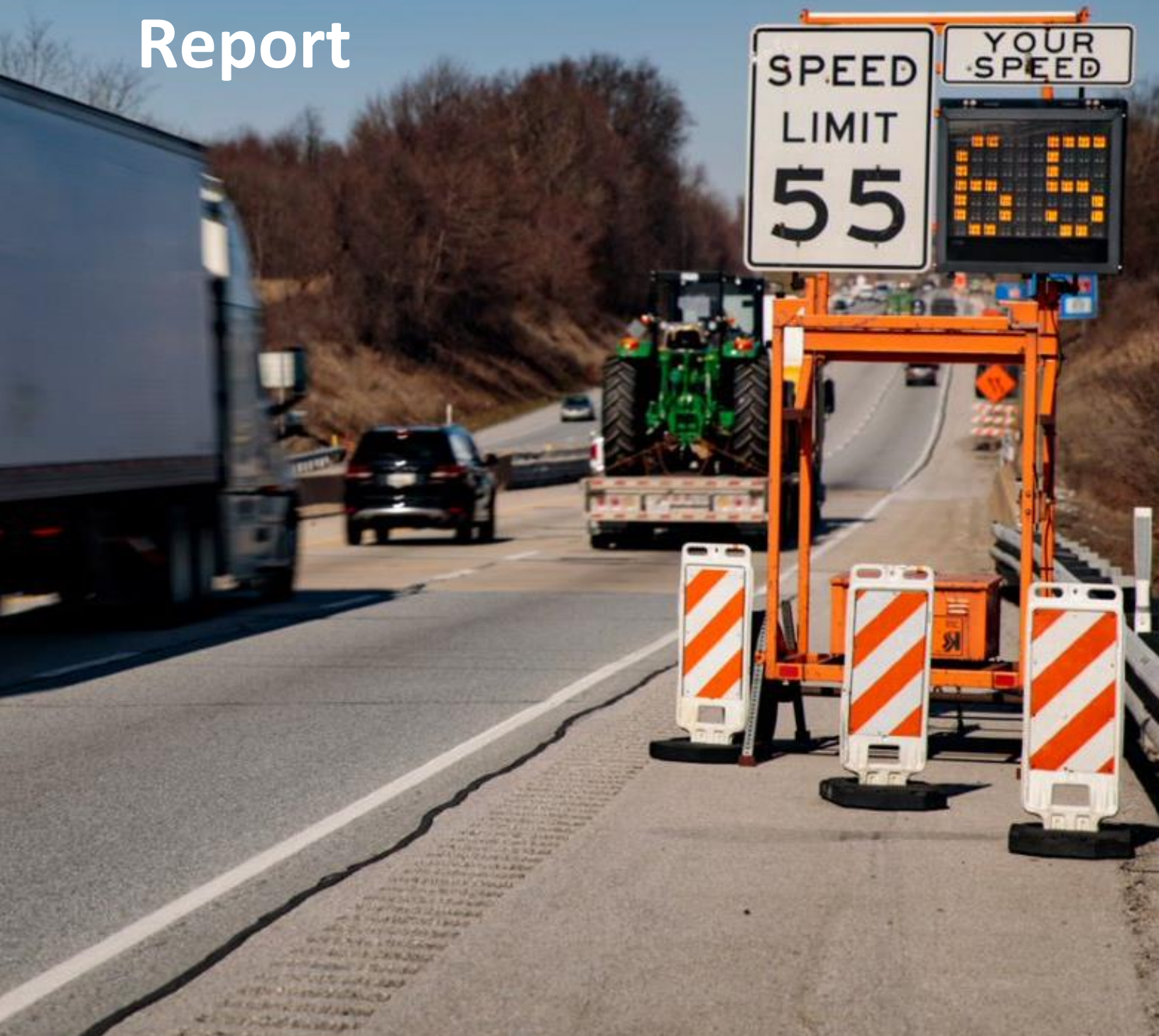


# Annual Highway Safety Report



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION



# **Pennsylvania Annual Highway Safety Report**

## **Federal Fiscal Year 2022**

prepared for  
National Highway Traffic Safety Administration

Prepared by  
Pennsylvania Department of Transportation

December 2022



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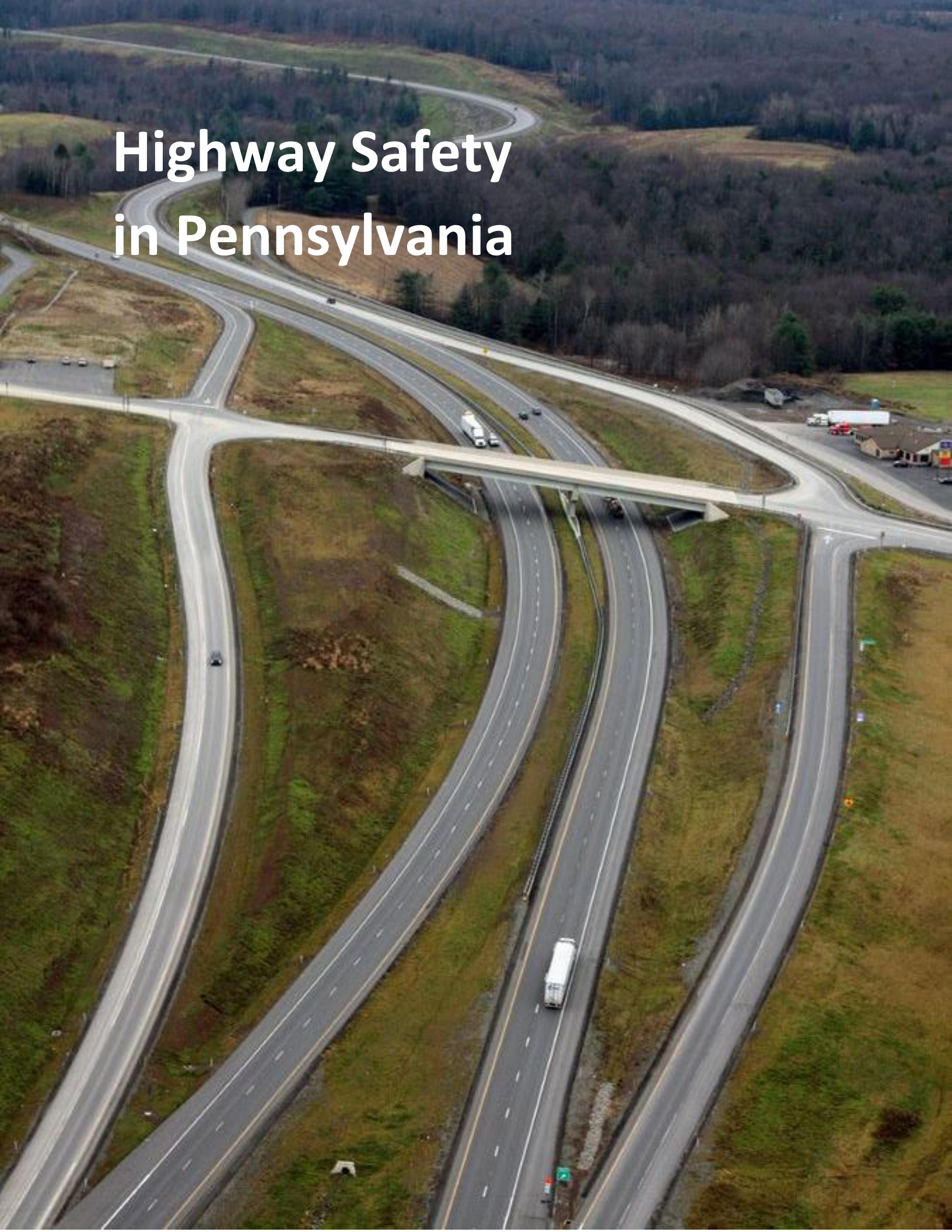


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# Highway Safety in Pennsylvania



# 1. Highway Safety in Pennsylvania

## Executive Summary

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2022 (October 1, 2021 through September 30, 2022) documents the use of federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with Title 23, United States Code (USC), Section 402 State and Community Highway Safety grant program and Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act.

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

This report provides the status of each performance target identified in the FFY 2022 Highway Safety Plan (HSP). For FFY 2022, 18 targets were identified. Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2021 data:

- Seven targets were met.
- Eleven targets were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of targets met and the overall successes of the commonwealth's highway safety program. To address unmet targets and enhance our ability to meet future targets, descriptions of planned adjustments to the upcoming Highway Safety Plan can be located in Table 2.1. It is important to note that targets and progress were tracked using Pennsylvania state data and measures for this report with the exception of the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2021 had yet to be completed during the development of this report.

## Introduction

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





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

This Annual Report:

- Documents the commonwealth's progress in meeting its highway safety performance targets identified in the FFY 2022 Highway Safety Plan.
- Describes how the projects and activities funded during the fiscal year contributed to meeting the commonwealth's identified highway safety goals.
- Provides an explanation of reasons for planned activities that were not implemented.
- Describes the commonwealth's evidence-based enforcement program activities.
- Documents information regarding mobilization participation.
- Defines our partners in the commonwealth's Highway Safety Network.
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

## Strategic Partners

The Safety Advisory Committee (SAC) consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the state's overall Highway Safety Program based upon the targets and priorities established in the SHSP. The PMC has final approval on all budget changes.

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

## State Safety Partners

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### **Pennsylvania State Police**

Pennsylvania State Police (PSP) has just over 4,700 sworn members and has jurisdiction in all political subdivisions in the state. PSP provides traffic enforcement on the interstates, turnpike, and provides full-



time police service for just over half of Pennsylvania 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%.

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

### **Department of Health**

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

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

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

Providing and coordinating training for the police community is paramount in reaching the safety targets outlined in PennDOT’s Highway Safety Plan. A large number of strategies contained in the plan are enforcement-based. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers must be trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The Highway Safety Office plans to continue to fund the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. ILEE functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

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

PennDOT contracts with the Pennsylvania Traffic Injury Prevention Project (PA TIPP) for statewide child passenger safety project coordination. A multi-year contract was awarded to PA TIPP and was fully executed on October 1, 2019. A continuation of a long-standing educational effort in the commonwealth, PA TIPP educates children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the



development of highway safety materials for individuals, acting as lead coordinator of the state's Child Passenger Safety Week activities, and making presentations to groups with a particular emphasis on working with pediatricians, hospitals, childcare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

## Local Safety Partners

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The Highway Safety Office has created 12 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities, the Pennsylvania State System of Higher Education (PASSHE) 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 the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. Grants are awarded competitively or through formulae based on applicable crash data.

### Community Traffic Safety Program

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

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

### Local Police

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

### County Courts

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



## Performance Measures

### NHTSA Core Performance Measures

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

**Table 1.1 NHTSA Core Performance Measures**

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







## 2. Statewide Targets and Results

### Overall Trends and SHSP Targets

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, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal, documented in the current SHSP, is to reduce the current number of fatalities and serious injuries by 2% per year (120 and 305 respectively) over the next five years. 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 injuries reduction goals will increase.

Safety has always been one of PennDOT's most important priorities. Pennsylvania's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways by identifying Priority Emphasis Areas and additional Safety Focus Areas that have the most influence on improving highway safety all public roads throughout the commonwealth. HSTOD staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The SHSP was updated in 2022, with HSTOD once again actively participating in the process.

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

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

In addition to the three priority emphasis areas, Pennsylvania identified 15 other Safety Focus Areas (SFA) to drive down fatalities and serious injuries:

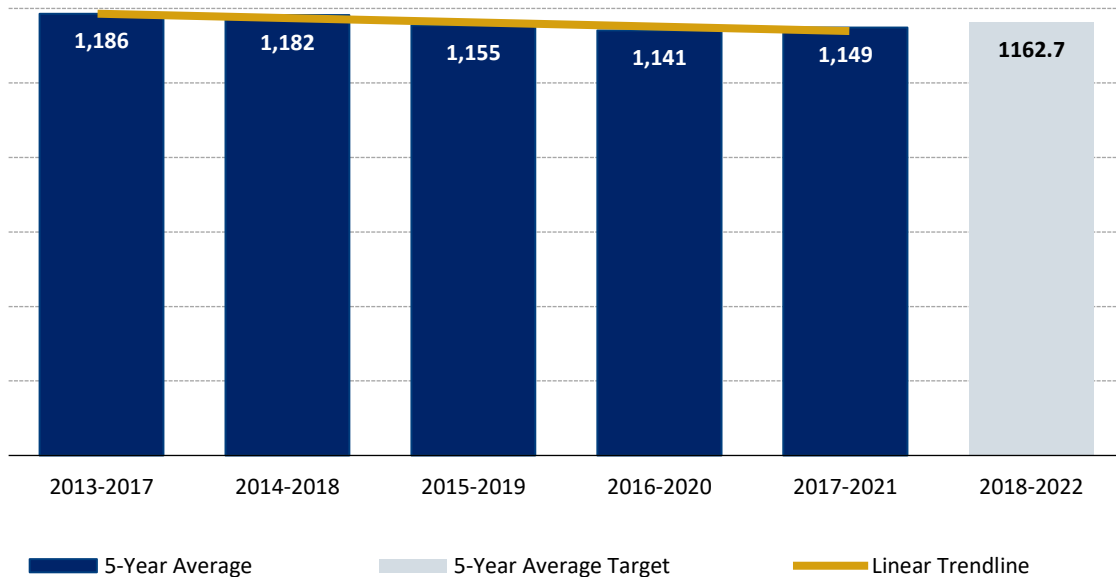
1. Speeding & Aggressive Driving
2. Seat Belt Usage
3. Intersection Safety
4. Mature Driver Safety
5. Local Road Safety
6. Vulnerable User Safety (Motorcycle Safety)
7. Vulnerable User Safety (Bicyclist Safety)
8. Commercial Vehicle Safety



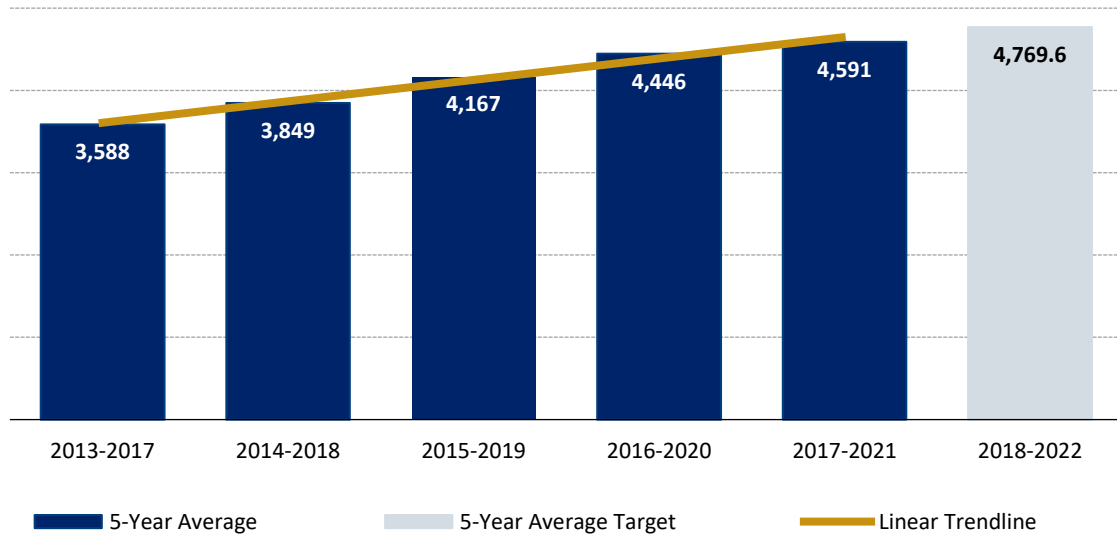
- 9. Young & Inexperienced Drivers
- 10. Distracted Driving
- 11. Traffic Records Data
- 12. Work Zone Safety
- 13. Transportation Systems Management & Operations (TSMO)
- 14. Emergency Medical Services (EMS)
- 15. Vehicle-Train Safety

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

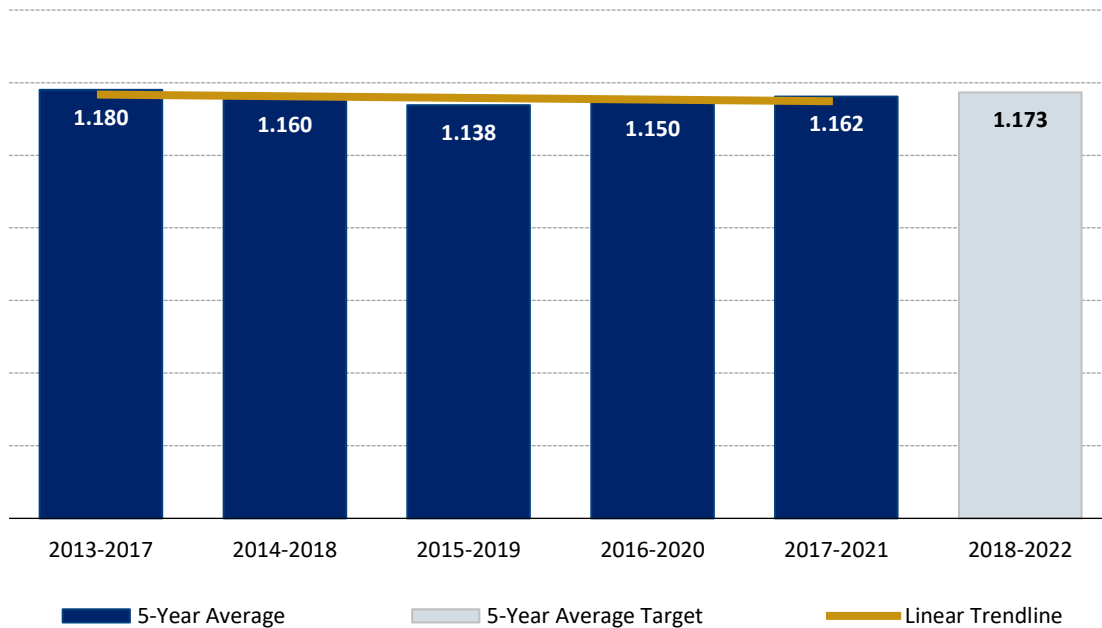
**Figure 2.1 Historic Fatalities and Targets**



**Figure 2.2** Historic Serious Injuries and Targets



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



## Accomplishments

### Annual Traffic Safety Conference

The PA Traffic Safety Conference was held virtually via Microsoft Teams on April 5-6, 2022. During the two-day event, 125 traffic safety partners from across the state attended sessions such as *PTS Best Practices* and *Meaningful Partnerships and Presentations*. NHTSA, PennDOT, Pennsylvania State Police,



the Highway Safety Network, and the PA DUI Association presented; also represented in the panels were safety advocates, local police, safety press officers, and community outreach coordinators. Insights on emerging trends, strategies for successful projects and outreach, and program updates were well received by those in attendance.

## **GHSA, National Road Safety Foundation Grant**

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In March 2022, the Governors Highway Safety Association awarded \$75,000 from the National Road Safety Foundation to several State Highway Safety Offices to work with community-based groups to promote safe youth mobility options like walking, biking or riding a scooter.

In Pennsylvania, \$25,000 was granted to the United Way of Erie to pilot a Safer Walking Routes to School initiative at Iroquois Elementary School, a community school. The Title 1 school serves students in kindergarten through sixth grade, many of whom must walk along busy streets. The project will emphasize engaging youth in educating their peers about pedestrian safety, a proven countermeasure that encourages youth to adopt critical safety skills. This includes inviting students of all ages to participate in GPS mapping to identify hazards along commonly used routes to their school to determine the safest routes, and the development and implementation of a public awareness and education campaign for students, parents and community members.

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

## **Highway Safety Survey**

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Annually, the Highway Safety Office (HSO) distributes a survey seeking motorists' input on traffic safety and driving behaviors. In 2022, the survey was paused as we considered a major overhaul, with the intent of making the survey more useful for project planning. As part of the process, PennDOT's Behavioral Safety Programs Manager reached out to highway safety offices around the country for input on how they conduct their annual surveys. An internal committee was created, and the feedback was considered as we created the new process.

Current plans include a comprehensive, three-year survey deployed in February, with results gathered and compiled in time to inform the annual Highway Safety Plan. Additionally, mini surveys in between the three-year survey may be used to gather data on safety topics of concern. The new process is also considering diversifying the distribution method in an attempt to increase geographic and race/ethnicity representation.



## Partnership Building

The Mercer County DUI Task Force’s equipment trailer was beginning to show its age and in need of an upgrade. PTS grant coordinators Sgt. Brian Robison and Sgt. Jon Wilcox of the Hermitage City Police department reached out to the PennDOT Highway Safety Office about securing the necessary funding to complete the work. In addition to utilizing PTS grant funds, the Hermitage City PTS grant was encouraged to seek community involvement to support this project. Sgt. Wilcox went to work and was able to secure partial funding from several local organizations including the Mercer County DA’s Office, the City of Hermitage, the Chiefs of Police Association, and a local car dealership. The new wrap was completed in May 2022 and is a great example of involving partners to raise DUI enforcement awareness and ultimately create a safer community.



## Put the Brakes on Fatalities

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

The video reached nearly 22,000 people through social media impressions, with more than 60 shares and 350 interactions across multiple platforms. Notably, this minute and a half long video had an



average view duration of 54 seconds on You Tube, which demonstrates our success in engaging the public with this important safety message.

## Transportation Equity Planning

Plans to begin addressing the underserved across Pennsylvania began this year with our educational grantees, the Community Traffic Safety Projects (CTSP). An additional \$500,000 was requested, and tiers of funding were made available for these local projects to include plans in their FFY 2023 proposals to partner with local community leaders and provide resources to identified underserved communities. All 18 projects covering the entire state had plans in their proposals to address equity in their communities with at least a quarter of a million dollars going toward the effort in FFY 2023.

To further the initiative, planning for the FFY 2023 Fall Communications Workshop in Williamsport, PA was also underway during the summer and fall of this year. Plans to expand our reach to more partners, and sessions to assist the initiative were being finalized to kick off the new federal fiscal year in October 2022.

## FFY 2022 Performance Measures and Targets

Table 2.1 provides the results of Pennsylvania’s progress in meeting the state’s performance targets identified in the FFY 2022 HSP. Please note, 2022 data was unavailable at the time of publication. Revised 2022 data points are based on trend lines used to develop the FFY 2023 HSP Performance Targets.

**Table 2.1 Progress in Meeting NHTSA Performance Measures Identified in the FFY 2022 HSP**

NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Traffic Fatalities	1,113.7	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 1,162.7 (2018-2022).	Additional focus will be placed on areas with concerning data trends, including occupant protection, distracted driving, and motorcycle safety.
Serious Injuries	4,490.8	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target. The projected 2022 data point has been adjusted slightly upward to 4,769.6 (2018-2022).	Additional focus will be placed on areas with concerning data trends, including occupant protection, distracted driving, and motorcycle safety.
Fatalities per 100MVT	1.205	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target, per the revised trend line. The 2022 data point has been adjusted slightly downward to 1.173 (2018-2022).	Continued focus will be placed on areas with concerning data trends, including occupant protection, distracted driving, and motorcycle safety.





NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Unrestrained Passenger Vehicle Occupant Fatalities	338.1	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 340.28 (2018-2022).	Additional focus toward sustained and nighttime enforcement, along with teen and young driver educational efforts.
Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC	163.1	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 167.8 (2018-2022).	Additional focus on specialized officer training, planning tools, and associated community outreach.
Speeding-Related Fatalities	436.5	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 442.38 (2018-2022).	Additional focus toward state and local collaboration, including joint enforcement operations, will be added to future planning efforts.
Motorcycle Fatalities	178	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 201.5 (2018-2022).	In addition to sustained public engagement activities, enhanced marketing and outreach promoting advanced rider training courses will be a prioritized by the PA Motorcycle Safety Program.
Unhelmeted Motorcycle Fatalities	93.7	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 102 (2018-2022).	Enhanced educational outreach promoting the decision to wear motorcycle helmets will be coordinated with motorcycle safety groups. New engagement opportunities will be explored.
Drivers Age 20 or Younger Involved in Fatal Crashes	115.6	<b>Met:</b> Currently available crash data indicates we are expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly downward to 113.9 (2018-2022).	Continued focus toward utilizing tools and approaches that reach young drivers will sustain progress in this focus area.
Pedestrian Fatalities	152.7	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 169.5 (2018-2022).	Continued statewide grants will support enforcement activities in data-driven jurisdictions supported by comprehensive community-based efforts.
Bicycle Fatalities	17	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted slightly upward to 19.9 (2018-2022).	In addition to sustained community and cycling group outreach, nonmotorized safety funds will support enforcement activities in data-driven jurisdictions.
Seat Belt Usage	89.9%	<b>Met:</b> The 2022 observed rate of 89.9% indicates we met this previously established target.	Continued focus on enforcement and educational outreach efforts are expected to sustain progress in seat belt usage.



NHTSA Performance Measures	2018-2022 Performance Target	Status	Future HSP Adjustments and Other Comments
Drug Impaired Driver Crashes	3,661.8	<b>Not Met:</b> Currently available crash data indicates we are not expected to meet this previously established target, as the projected 2022 data point has been adjusted upward to 4,095.8 (2018-2022).	Enhanced promotion of advanced training and support services combined with public outreach are expected to address upward trends in this focus area.
Completeness	0.14	<b>Met:</b> Currently available missing values reports indicate we're on track to meet this previously established target as the current missing values average is 0.10 values per report.	Continued focus on pre-submittal editing and enhanced communication with police is likely to sustain the progress in this measure.
Accuracy	0.38	<b>Met:</b> Currently available invalid values reports indicate we are on track to meet this previously established target as the current average of invalid values per each crash report is 0.34.	Similar to Completeness, continued focus on pre-submittal editing and enhanced communication with police is likely to sustain the progress in this measure.
Timeliness	9.0	<b>Not Met:</b> Currently available timeliness reports (average days to receive a crash report from police chiefs) indicate we are not on track to meet this previously established target as the current average number of days to submit a case is 9.44.	Additional focus will be placed on this measure by the Traffic Records Coordinating Committee during project selection.
Complete Projects to Enhance Driver Education in Pennsylvania	2	<b>Met:</b> These projects began in FFY 2019 but were interrupted due to COVID-19 mitigation. Both are expected to be completed in FFY 2022.	These projects provided additional support toward improving young and novice driver safety.
Distracted Driving Fatalities	61.2	<b>Met:</b> Currently available crash data indicates we are on track to meet this previously established target, as the projected 2022 data point has been adjusted slightly downward to 58.2 (2018-2022).	Continued focus will be placed on strategic media campaigns and other outreach efforts. New enforcement strategies will be considered in future operations.

Source: Pennsylvania State Crash Record System Data and FARS

Areas Tracked but No Targets Set			
Program Area	FFY 2020	FFY 2021	FFY 2022
Speeding Citations	54,084	46,830	48,269
Seat Belt Citations	7,513	5,330	5,881
DUI Arrests	4,369	4,076	3,663

Source: dotGrants reports and grantee quarterly reporting

## FFY 2022 Evidence-Based Enforcement Program

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





Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, over the period of 2017 to 2021, the City of Philadelphia accounted for almost 8% of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately 8% of the available impaired driving enforcement funding was allocated to the City of Philadelphia. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

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

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

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

The following FFY 2022 Programs supported evidence-based enforcement practices:

1. PT 2022-04-00-00: Municipal Police Traffic Services Enforcement Program
2. M5HVE 2022-02-00-00: Municipal Police Traffic Services Enforcement Program
3. FHLE 2022-02-00-00: Municipal Police Traffic Services Enforcement Program
4. PT 2022-01-00-00: PA State Police Tasks 3 and 5
5. M2HVE 2022-01-00-00: PA State Police Task 4
6. M5HVE 2022-01-00-00: PA State Police Task 1
7. FHLE 2022-01-00-00: PA State Police Task 6

Projects awarded under these program areas were provided \$15,527,064.55 in total grant funding. This represented roughly 56.9% of the total federal commitments during FFY 2022. Of these commitments, there were \$11,765,554.45 in expenditures during the reporting period, representing a 75.8% liquidation rate.



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

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

**Table 2.2 FFY 2022 Pennsylvania High-Visibility Enforcement Campaign Schedule**

Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT - Teen Mobilization	10/11-10/23	200	Yes	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen driver laws
Impaired Driving Campaign- Halloween	10/15-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Pedestrian safety, underage drinking
Pedestrian Enforcement Wave 1	10/18-10/22	150	Yes	In coordination with National School Bus Safety Week and Pedestrian Safety Month. Earned Media Theme: Pedestrian safety, school bus safety
Aggressive Driving Wave 1	10/25-11/14	300	Yes	Earned Media Theme: Move Over Law, school bus, speeding, tailgating
CIOT - Thanksgiving Enforcement Mobilization	11/15-11/28	350	Yes	In coordination with Thanksgiving Holiday Travel. Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/24-1/1	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Operation Safe Holiday, drugged driving
Impaired Driving Campaign - Super Bowl	2/9-2/13	100	Yes	Earned Media Theme: Responsible party hosting, designated driver
Impaired Driving Campaign - Saint Patrick's Day	3/4-3/17	300	Yes	Earned Media Theme: Impaired driving myths, ignition interlock
Aggressive Driving Wave 2	3/18-4/24	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted driving, speeding, work zone awareness
Pedestrian Enforcement Wave 2	5/2-5/15	150	Yes	Earned Media Theme: Yielding to pedestrians, looking both ways before crossing, crossing in crosswalks
CIOT - National Enforcement Mobilization	5/16-6/5	400	Yes	In coordination with the National Click it or Ticket Enforcement Mobilization. Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign – July 4th	6/20-7/4	350	Yes	Earned Media Theme: Boating Under the Influence and Public Transportation/Ride Sharing
Aggressive Driving Wave 3	7/5-8/21	300	Yes	In coordination with Back-to-School Safety Month, Operation Safe Driver Week, and National Stop on Red Week. Earned Media Theme: Heavy truck, pedestrian safety, red light running, and tailgating
Impaired Driving Campaign - National Crackdown	8/17-9/5	400	Yes	In coordination with the National Enforcement Mobilization. Earned Media Theme: Drugged driving



Major Campaigns	Dates	Estimated Police Participation		Comments
		Local (Depts)	State	
CLOT - Child Passenger Safety Campaign	9/11-9/24	200	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper child seat usage
<b>Other Campaigns</b>				
Impaired Driving Campaign - Fat Tuesday	3/1	5	No	Projects and police departments are encouraged to participate if their local community has a celebration.
Impaired Driving Campaign - "4/20"	4/20	35	No	Projects and Police Departments are encouraged to participate based upon analysis of local data.
Impaired Driving Campaign - Cinco de Mayo	5/5	15	No	Projects and police departments are encouraged to participate if their local community has a celebration.

As shown in Table 2.1, seat belt and speeding citations increased in FFY 2022 while DUI citations decreased. Although not tracked formally for performance measurement, the increase in seat belt and speeding citations can be attributed to an increase in overtime enforcement hours. Municipal police alone conducted approximately 5,000 more hours of overtime enforcement in FFY 2022. Despite a decrease in overall DUI citations, enforcement contacts generated at targeted data-driven DUI checkpoints and roving patrols increased by nearly 20,000, with citations from these enforcement details increasing by 115. In FFY 2022, there were fewer DUI citations discovered during speeding and occupant protection details which led to the overall DUI citation reduction. While still facing some challenges from the COVID-19 pandemic, there appeared to be fewer disruptions to enforcement programs in FFY 2022.

In addition to seeing results through high liquidation rates, sustained participation throughout the year, and increased productivity, despite a few concerning recent trends the historically low traffic fatality levels seen over the past few years are a testament to the success of traffic safety enforcement programs in Pennsylvania.

## FFY 2022 National Mobilization Participation

Table 2.2 provides information for all HVE campaigns supported during FFY 2022. Please note the following additional details for the national mobilizations:

1. Holiday Season Impaired Driving Campaign, November 24, 2021 – January 1, 2022
  - a. Participating and Reporting Agencies
    - i. PA state police troops: 16
    - ii. Municipal law enforcement agencies: 310
  - b. Enforcement Activity
    - i. The following enforcement activity was conducted: 368 roving patrols, 27 sobriety checkpoints, 1 “Cops in Shops,” and 9 mobile awareness patrols. The enforcement period ran from the night before Thanksgiving through New Year’s Day.



- c. Citation Information
    - i. Speeding citations: 514
    - ii. Impaired driving citations: 309
    - iii. Occupant protection citations: 75
  - d. Paid and Earned Media Information
    - i. NHTSA: Yes
    - ii. State: Earned and social media was conducted statewide. All PennDOT districts contributed.
2. CIOT National Enforcement Mobilization (May 16 – June 5, 2022)
- a. Participating and Reporting Agencies
    - i. PA state police troops: 16
    - ii. Municipal law enforcement agencies: 264
  - b. Enforcement Activity
    - i. Roadways with unbelted crashes were identified via crash data. Enforcement strategies included roving patrols and traffic enforcement zones.
  - c. Citation Information
    - i. Speeding citations: 4,300
    - ii. Impaired driving citations: 244
    - iii. Occupant protection citations: 1,952
  - d. Paid and Earned Media Information
    - i. NHTSA: Yes
    - ii. State: Paid media was purchased in support of the CIOT mobilization. The paid media coincided with earned and social media statewide. All PennDOT districts contributed.
3. National Crackdown Impaired Driving Campaign (August 17 – September 5, 2022)
- a. Participating and Reporting Agencies
    - i. PA state police troops: 16
    - ii. Municipal law enforcement agencies: 255
  - b. Enforcement Activity
    - i. The following enforcement activity was conducted: 361 roving patrols, 57 sobriety checkpoints, and 8 mobile awareness patrols.
  - c. Citation Information
    - i. Speeding citations: 748
    - ii. Impaired driving citations: 383
    - iii. Occupant protection citations: 131
  - d. Paid and Earned Media Information
    - i. NHTSA: Yes
    - ii. State: Earned and social media was conducted statewide. All PennDOT districts contributed.



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## Project Contributions to Meeting Established Targets

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

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

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2022 HSP. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2022. Assessment of these countermeasures will be limited to avoid speculation.







**Occupant  
Protection**



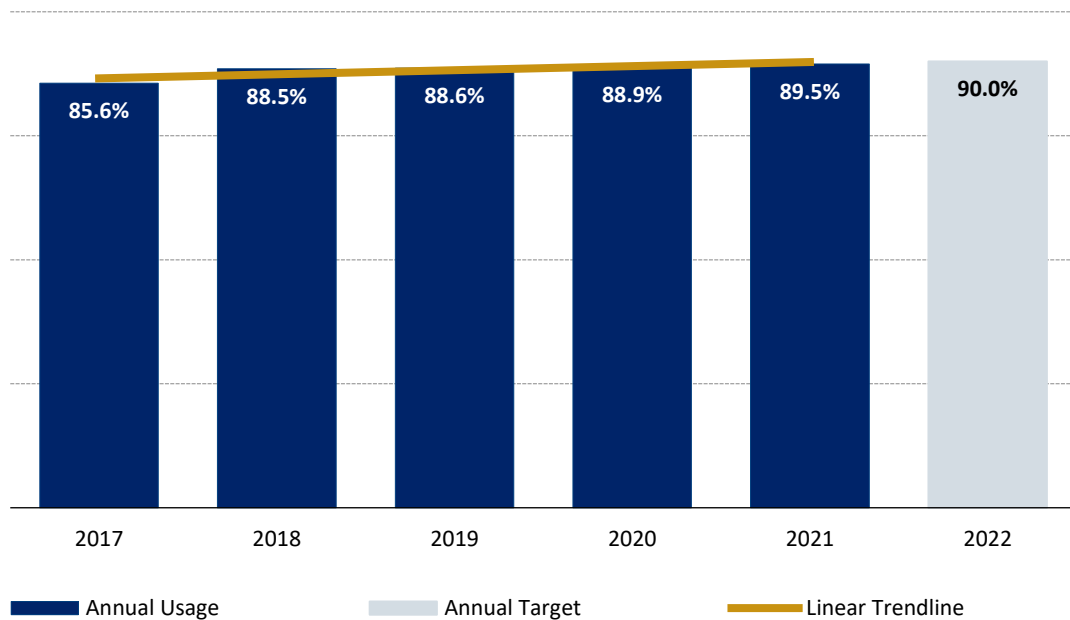
# 3. Pennsylvania Highway Safety Program

## Occupant Protection

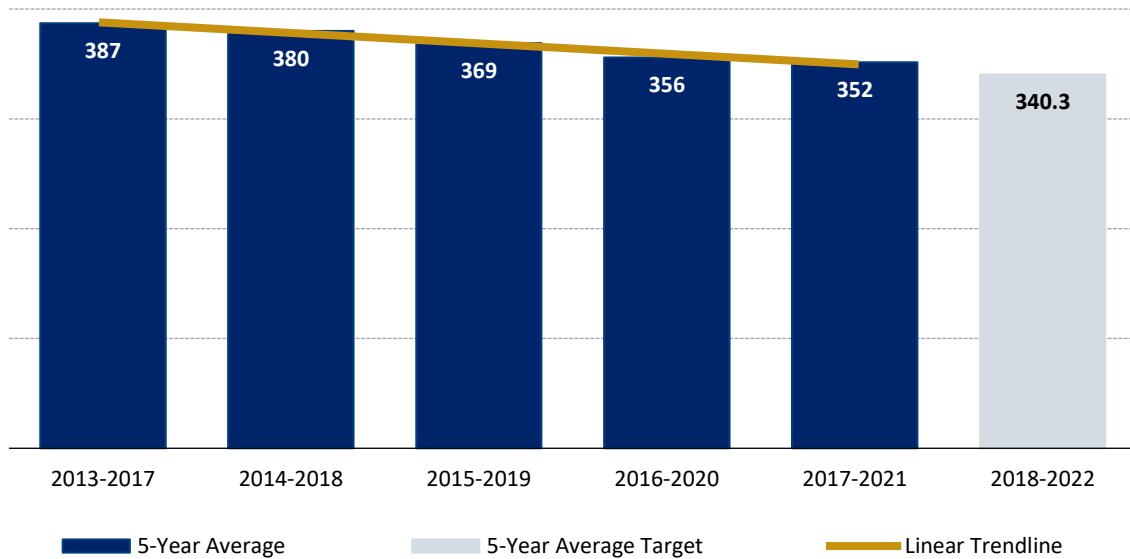
Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

### Performance Targets

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



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



## Countermeasures (Programs and Projects) and Results

### High-Visibility Seat Belt Law Enforcement

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

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

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for four primary mobilizations throughout the grant year. The occupant protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas, which may have low usage rates but do not have the traffic volume to score high in the data analysis. Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the Pennsylvania State Police (PSP) receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).





The Thanksgiving Click It or Ticket (CIOT) Enforcement Mobilization ran from November 15 through November 28, 2021, and is part of Pennsylvania’s Operation Safe Holiday, which focuses on seat belts and impaired driving, along with other safe driving practices throughout the holiday travel season. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. PSP, along with 180 municipal departments from across Pennsylvania, participated and conducted 11,129 hours of enforcement. The mobilization resulted in 18,656 total citations including 1,027 occupant protection citations.

The 2022 CIOT National Enforcement Mobilization (May 16 through June 5) included participation from 264 funded municipal agencies and all 16 PSP troops. Overall, the combined effort resulted in 27,072 hours of enforcement. The mobilization included a NHTSA-coordinated Border-to-Border campaign on May 23, 2022. Strategies used for the May/June wave included traffic enforcement zone details and roving patrols. This CIOT mobilization resulted in 29,899 citations, including 1,952 occupant protection citations.

PENNDOT PARTNERED WITH PSP, PHILADELPHIA POLICE DEPARTMENT, NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY, DELAWARE STATE POLICE, AAA, AND PA TIPP AT CITIZENS BANK PARK IN PHILADELPHIA TO KICK OFF THE NATIONAL “CLICK IT OR TICKET” SEAT BELT ENFORCEMENT MOBILIZATION.



*PSP Public Information Officer Corporal Brent Miller*



*PennDOT Secretary Yassmin Gramian*



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



*PennDOT Secretary Yassmin Gramian pictured with the Phillie Phanatic.*

### Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting municipal police departments to perform seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct overtime enforcement throughout the grant year. The patrols are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month sustained enforcement in FFY 2022 totaled 6,351 hours and produced 10,557 contacts resulting in 828 occupant protection citations.

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

All municipal police departments that receive grant funding for CIOT mobilizations are required to conduct at least 50% of those enforcement hours at night. This time period has been identified as having the lowest belt use in crashes and the highest occurrence of high-risk drivers. For the two primary enforcement mobilizations (Thanksgiving and May/June), the result was 33%, or 2,788 hours of nighttime enforcement.

As COVID-19 pandemic related restrictions eased in the spring of 2022, increased nighttime enforcement was performed. This was evidenced by 46% of the enforcement hours being performed at nighttime during the May/June wave as opposed to 27% for the Thanksgiving wave.

### Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted from October 11 through October 23, 2021. A total of 684 direct enforcement contacts were recorded by participating municipal departments. The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools.

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

### Evidence-Based Traffic Safety Enforcement Program

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



### **Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2022-01-21-00 Federal; M2HVE-2022-01-22-00 Federal)**

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

#### **Results:**

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

### **Municipal Occupant Protection Enforcement and Education Programs (PT-2022-04-21-00 Federal; PT-2022-04-22-00 Federal)**

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

#### **Results:**

- Funding was provided to municipal police departments, based on number and severity of crashes, to participate in Thanksgiving 2021 and May 2022 CIOT enforcement campaigns.
- Nighttime occupant protection enforcement improved in FFY 2022 with 4,215 hours (or 41% of all hours) performed during nighttime hours for the two primary enforcement mobilizations (Thanksgiving and May/June).
- Municipal law enforcement agencies participated in the Teen Seat Belt Mobilization from October 11 to October 23, 2021.
- Funding was provided to municipal police departments to participate in Child Passenger Safety Week (September 11-24, 2022) and 168 law enforcement agencies participated in this enforcement mobilization.

### **Child Occupant Protection Programs**

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



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

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

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 163 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2022, 5,158 seats were purchased by the state and delivered to loaner programs for distribution.

### **Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2022-01-21-00 Federal; OP-2022-01-22-00 Federal)**

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

#### **Results:**

- Performed a total of 785 child safety seat checks during fiscal year 2022.
- Completed 113 events and checked a total of 535 child restraints during the National Enforcement Mobilization (May 2022) and the CIOT Child Passenger Safety Campaign (September 2022).

### **Statewide Child Passenger Safety (CPS) Coordination (CP-2022-02-21-00 Federal; CP-2022-02-22-00 Federal/CP-2022-02-21-00 State; CP-2022-02-22-00 State)**

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



- **Child Passenger Safety Technician Certification Training** - Implement and oversee the administration and credibility of NHTSA’s 32-hour Child Passenger Safety Technician courses, taught statewide. The technicians staff the 224 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use, and administer the update/refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish inspection stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 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, and other private health care providers.
- **Car Seat Loaner Programs** - The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for loaner programs. Currently, there are 163 loaner programs with locations in all 67 Pennsylvania counties. The Pennsylvania Traffic Injury Prevention Project (PA TIPP) conducts outreach to establish new loaner programs based on population and poverty-level data. The project maintains a loaner program directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is also available to the general public on PA TIPP’s web site at [PAKidsTravelSafe.org](http://PAKidsTravelSafe.org).

Results:

- Conducted 33 NHTSA CPS Technician Courses, certifying 377 new technicians and 3 new instructors.
- Conducted 20 renewal courses and 36 technical update classes.
- Conducted hospital educational trainings which included:
  - 45 CME/CEU courses with 214 participants.
  - 1 pediatric webinar approved for CME/CEU with 203 attendees.
  - 48 requests for CEU toward CPS recertification and 14 requests for CME/CEU.
- Conducted 76 training programs for school staff, caregivers, and school transportation providers with 1,992 adult and child participants.



Summary

Occupant protection efforts were continued during FFY 2022. Efforts in this grant year included a Thanksgiving and Memorial Day CIOT mobilization along with Teen Driver and Child Passenger Safety mobilizations. Pennsylvania continued efforts in seat belt law enforcement by requiring all funded departments to participate in sustained enforcement throughout the grant year. Pennsylvania is





currently awaiting final approval from NHTSA on the 2022 Pennsylvania Statewide Seat Belt Observation survey results. Pennsylvania's seat belt use rate was 89.5% in 2021, representing the highest reported seat belt use rate to date in Pennsylvania. Since Pennsylvania has a secondary seat belt law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue, along with media and outreach efforts to continue increasing Pennsylvania's seat belt usage rate and lower unrestrained fatalities.







**Police Traffic  
Services**

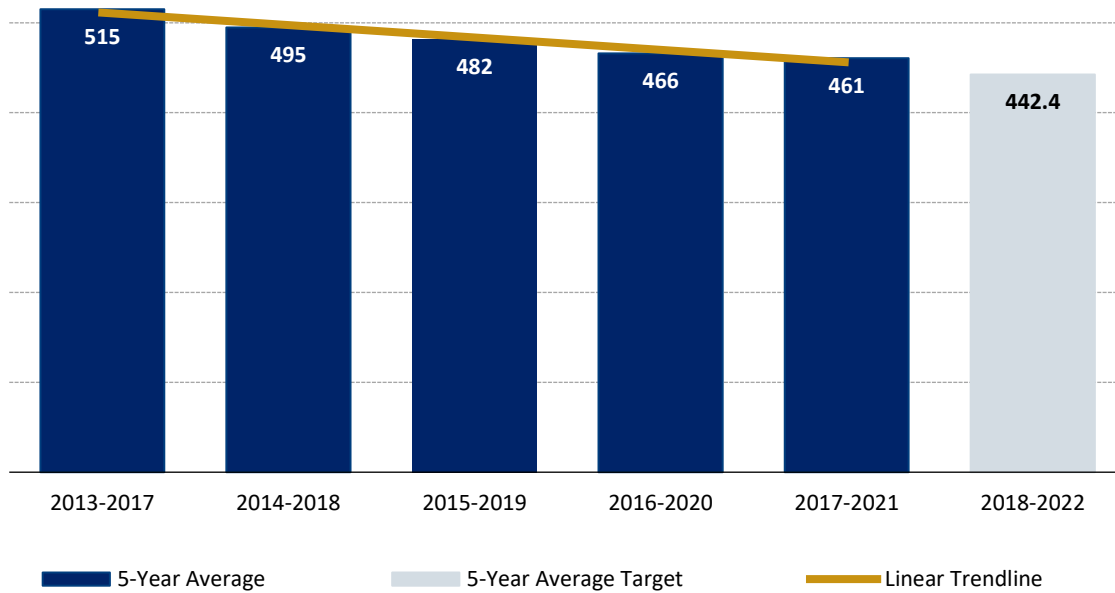


## Police Traffic Services

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

### Performance Targets

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



### Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed toward high-crash or high-violation geographical areas. The following projects were funded in FFY 2022.



### **Pennsylvania State Police – Police Traffic Services (PT-2022-01-21-00 Federal; PT-2022-01-22-00 Federal)**

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

The Selective Traffic Enforcement Program (STEP) is a state police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide and yearlong in data-driven locations. Many of the STEP locations overlapped with designated highway safety corridors where fines are doubled for most moving violations. Over 260,000 traffic citations were written during STEP details in FFY 2022. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 3: Sections 2.2, 2.3)

#### Results:

- All 16 PSP troops participated in aggressive driving enforcement during FFY 2022, including 4,552 overtime enforcement hours.
- 5,601 hours of STEP overtime enforcement were completed.

### **Statewide Law Enforcement Liaison (LEL) Program Coordination (PT-2022-02-21-00 Federal; PT-2022-02-22-00 Federal)**

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

Educating law enforcement about the need to plan focused enforcement through crash data was another major objective of this program. The LELs promoted the use of Pennsylvania's Crash Information Tool (PCIT) to law enforcement and even trained new users. This program was also helpful in expanding the reach of traffic safety messaging and ensuring that high visibility enforcement information gets disseminated to all law enforcement agencies, not just the main grant holding municipal police departments.

#### Results:

- Trained 592 officers through 43 LEL coordinated trainings.



- Reviewed over 6,800 dotGrants enforcement reports for accuracy and performance.
- Observed 146 live enforcement details to provide guidance on standard operating procedures.

**Police Traffic Services Program (PT-2022-04-21-00 Federal; PT-2022-04-22-00 Federal)**

PennDOT offered single enforcement grants to fifty different agencies in FFY 2022. Each grant provided for municipal police participation in impaired driving, occupant protection, aggressive driving, and pedestrian safety countermeasures. Funding distribution for the four safety focus areas utilized an allocation formula based on local crash data. This new centralized structure gives police departments more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Municipal police conducted aggressive driving roving patrols and traffic enforcement zones over the course of three separate mobilizations in FFY 2022. Some departments also had the ability to do sustained non-wave enforcement as local opportunity arose. Aggressive driving serious injury and fatality data weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. Earned media themes tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, outreach during the enforcement wave in April tied in work zone safety and distracted driving. Local district judges were informed when enforcement was occurring so they could help support the program.

Coordination for the events was completed via our six highway safety regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. (CTW, Chapter 3: Sections 2.2, 2.3, 4.1).

**Results:**

- Over 37,000 motorists were contacted through municipal police aggressive driving enforcement. These contacts led to more than 16,000 speeding citations.



### **PA State Police - LIDAR Pilot (PT-2022-05-21-00 Federal; PT-2022-05-22-00 Federal)**

Speeding and aggressive driving continue to be leading causes in highway fatalities in Pennsylvania. Traditional stationary RADAR speed enforcement continues to be an effective countermeasure, however it has limitations in congested areas, where enforcement of aggressive drivers is most effective.

Pennsylvania recently passed legislation amending PAVC 3368(c)(5) allowing LIDAR as a speed timing device to be used by the Pennsylvania State Police. LIDAR devices can be used in congested areas where RADAR is difficult to use. This activity seeks to add a minimum of 75 LIDAR devices for use in PSP's speed enforcement efforts.

PSP will conduct training for patrol members in the use of LIDAR. With this more accurate technology, PSP will develop additional deployment strategies and adjust initial deployment as needed. PSP will also develop relevant policy and procedures for the use of the devices.

These devices would support speed enforcement as part of Pennsylvania's targeted aggressive-driving enforcement efforts. They would also be used during holiday enforcement and various other high visibility enforcement (HVE) programs to reduce speed and aggressive driving related crashes.

#### **Results:**

- No result to report as this activity was not implemented in FFY 2022. Additional vehicle code regulation updates are required before this activity can be implemented.

### **Summary**

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









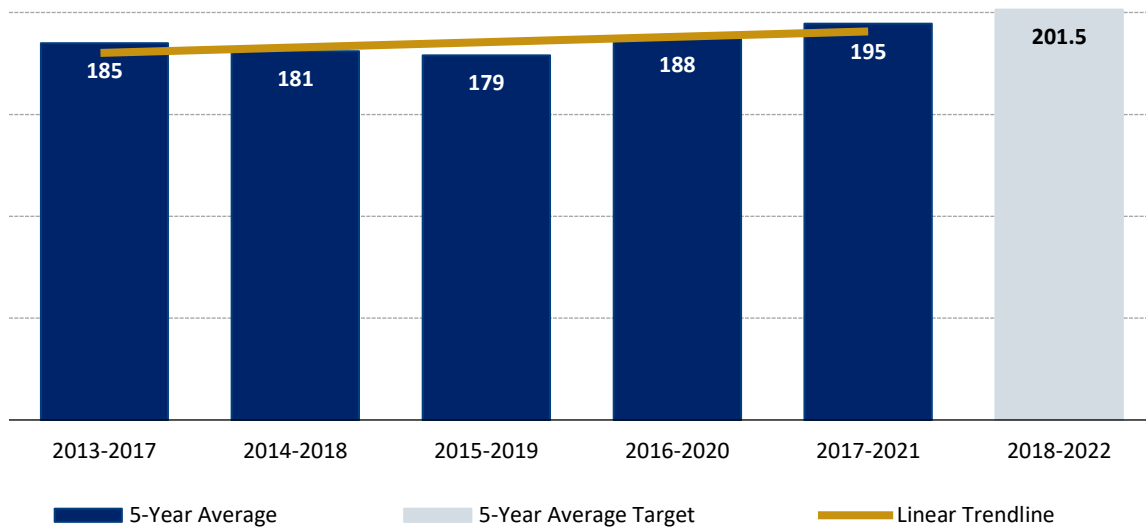
# Motorcycle Safety

## Motorcycle Safety

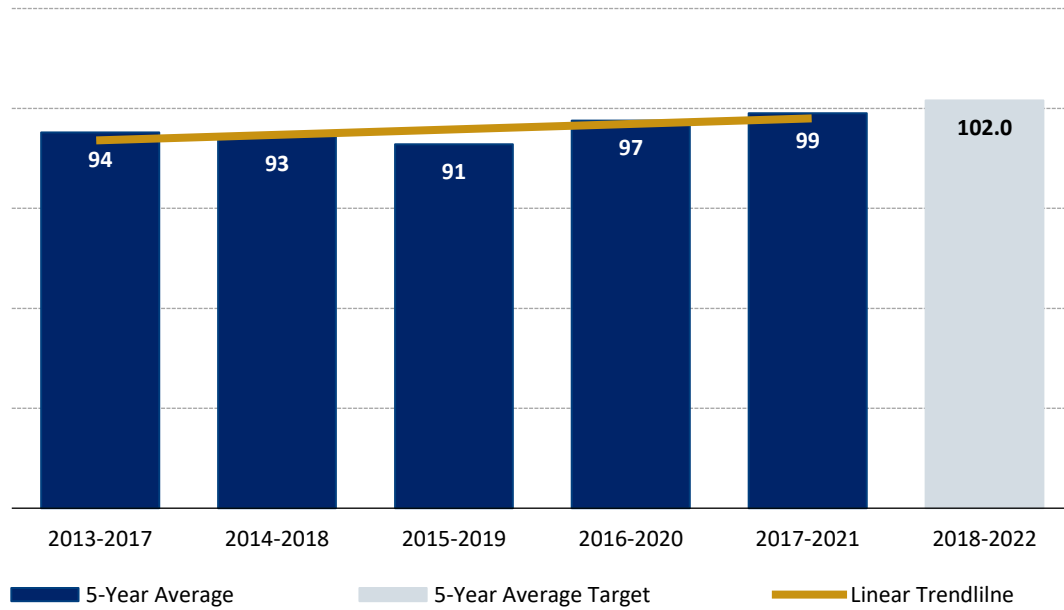
Over the last decade, Pennsylvania saw a 5.51% decrease in licensed motorcyclists, and an 8.2% decrease in registered motorcycles. Due to their size, motorcycles can be hidden in blind spots and are easily overlooked by other drivers. The majority of multi-vehicle crashes involving a motorcycle cite a vehicle other than the motorcycle as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

### Performance Targets

**Figure 3.4 Motorcyclist Fatalities**  
Historical 5-Year Averages and Targets



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



## Countermeasures (Programs and Projects) and Results

### Motorcycle Rider Training

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

The Pennsylvania Motorcycle Safety Program (PAMSP) was established to teach riders of all skill levels the fundamentals needed to safely operate a motorcycle. The PAMSP was created from legislation in 1984 and began one year later. Now in its 37th year of training, the PAMSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner’s permit.

### Pennsylvania Motorcycle Safety Program Trainings

PennDOT understands the importance of offering motorcycle training to the public and has been working hard to ensure that free training is available to the residents of Pennsylvania. PAMSP has contracted with several third-party motorcycle training providers to offer motorcycle safety training classes that will include the motorcycle skills test licensing waiver. Pennsylvania offers four training courses free of charge to Pennsylvania residents at several sites across the state. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for advanced riders to refresh and refine their skills. There are three levels of motorcycle training (Beginner Riding Clinic, Intermediate Riding Clinic, and Advanced Riding Clinic) and a Three-Wheeled Basic Riding



Clinic. The internationally acclaimed Advanced Riding Clinic (Total Control ARC®) curriculum is also used extensively by government agencies and the military to reduce crashes, injuries, and fatalities.

Results:

- Enrolled 10,193 students in motorcycle training courses in 2021.



**Motorcycle Safety Communications and Outreach**

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

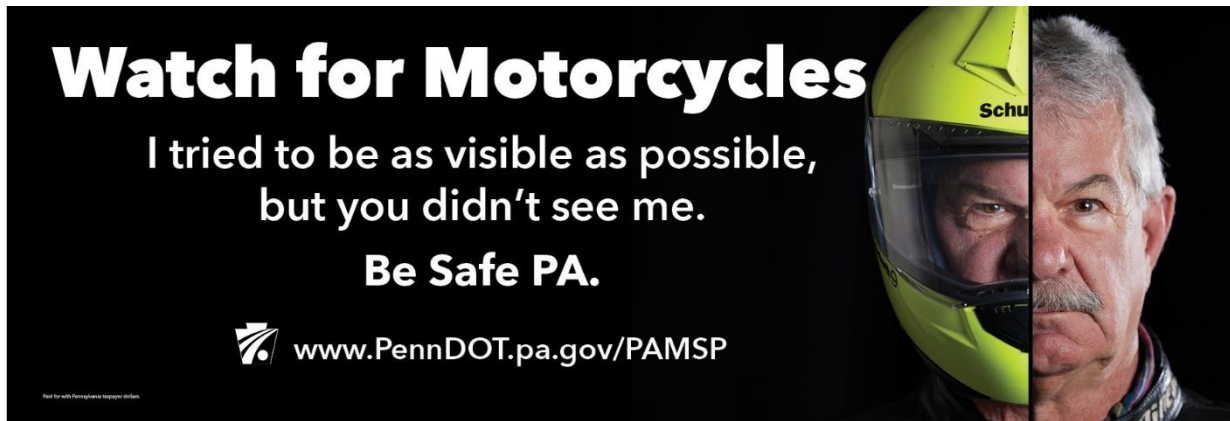
**Motorcycle Safety Initiatives (M11MA-2022-01-20-00 Federal; M11MA-2022-01-21-00 Federal; M11MA-2022-01-22-00 Federal)**

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

Results:

- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle crashes, including [video](#).





THE 2022 PAID MEDIA BUY INCLUDED TACTICS SUCH AS FACEBOOK, INSTAGRAM, SNAPCHAT, GOOGLE VIDEO NETWORK, PANDORA, SPOTX, RADIO, AND BILLBOARDS.

### Live Free Ride Alive (LFRA) Program

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

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

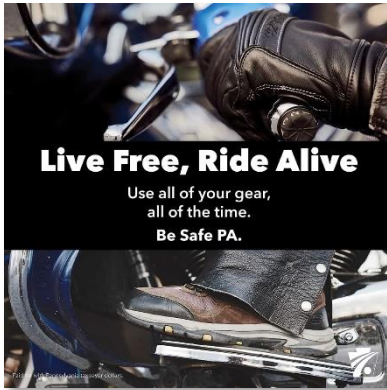
#### Results:

- Attended three motorcycle rallies in calendar year 2022.





- Conducted one paid media campaign in markets covering the counties with the highest number of motorcycle crashes, including [video](#).



THE 2022 PAID MEDIA BUY INCLUDED TACTICS SUCH AS FACEBOOK, INSTAGRAM, TWITTER, SNAPCHAT, GOOGLE VIDEO NETWORK, SPOTIFY, TV, AND RADIO.

## Summary

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





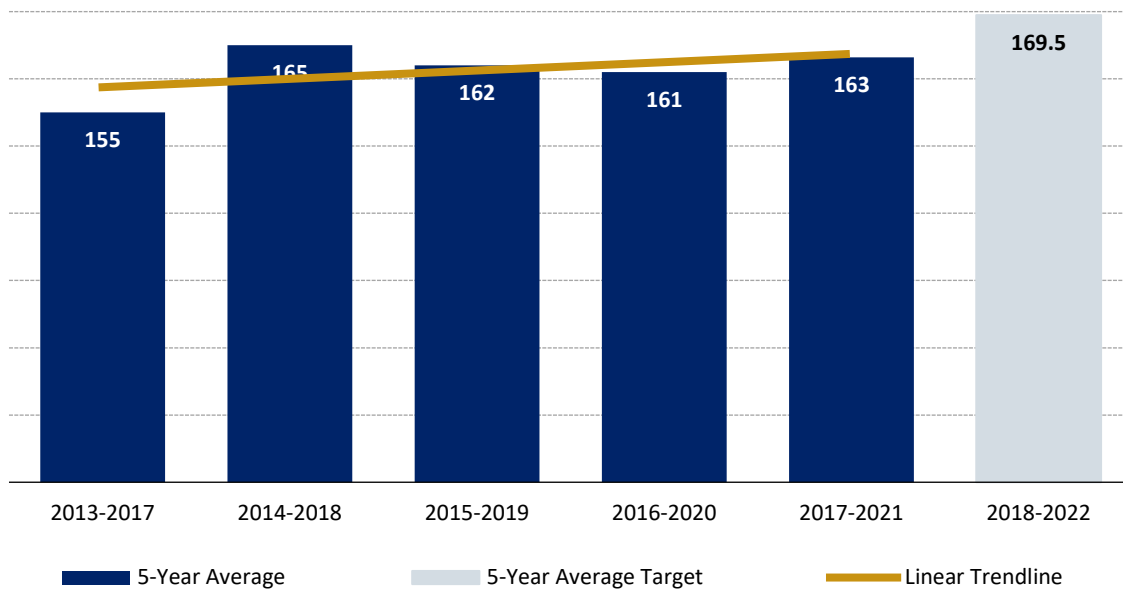
# Pedestrian and Bicycle Safety

## Pedestrian and Bicycle Safety

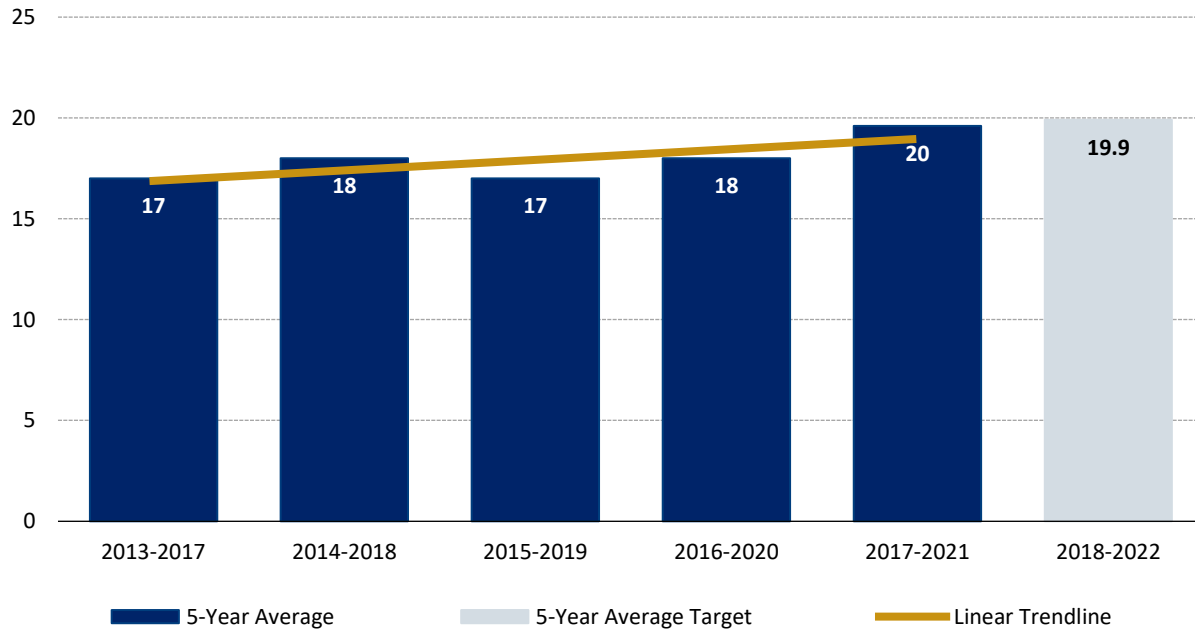
Pedestrians and bicyclists are both considered vulnerable road users, those most at risk in crashes with vehicles. While fatalities in both areas have remained steady over the past several years, they remain high and continue to be safety focus areas.

### Performance Targets

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



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



## Countermeasures (Programs and Projects) and Results

### High Visibility Pedestrian Enforcement

The basic behavioral strategy to address traffic law violations is high-visibility enforcement, using 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. Coupled with public information and education, high visibility enforcement of both motor vehicle and pedestrian laws are an effective tool at increasing pedestrian safety.

### Pennsylvania State Police Nonmotorized HVE (Task 6) (FHLE-2022-01-20-00 Federal; FHLE-2022-01-22-00 Federal)

These funds were dedicated to efforts in reducing the number of crashes involving bicycle and pedestrian injuries and fatalities across Pennsylvania. The Pennsylvania State Police (PSP) distributed funding to their troops to conduct enforcement operations toward these efforts. This funding also allowed for bicycle and pedestrian safety awareness campaigns, education around Pennsylvania’s





bicycle and pedestrian safety laws, officer training, targeted enforcement strategies, and public media outreach.

**Results:**

- PSP were able to conduct 6,548 hours of overtime enforcement under this planned activity in FFY 2022, resulting in 11,722 total violations.

**Municipal Pedestrian Enforcement and Education Program (FHLE-2022-02-20-00 Federal; FHLE-2022-02-22-00 Federal)**

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

A pedestrian enforcement wave, conducted in coordination with National School Bus Safety Week and Pedestrian Safety Month, ran from October 18 through October 22, 2021. This wave was supported by earned media for both pedestrian and school bus safety. A second pedestrian enforcement wave ran from May 2 through May 15, 2022 and was also supported through earned and owned media. The theme of the enforcement wave included yielding to pedestrians, looking both ways before crossing, and crossing in crosswalks.

**Results:**

- Municipal police departments were able to conduct 5,686 total hours of overtime enforcement in FFY 2022 resulting in 9,456 citations.
- Funding was provided to municipal police departments to participate in both pedestrian enforcement waves during FFY 2022.
- Completed 54 hours of overtime enforcement during the first wave (October), as well as 153 hours of overtime enforcement during the second wave (May). Together the planned activity resulted in 2,899 citations.

**Communication Campaign (Ped/Bike)**

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, funding, and every other way imaginable. 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 mass media campaigns document a positive return on investment when conducting the messages in conjunction with other traffic safety countermeasures, like high-visibility enforcement.

### **Nonmotorized HVE Campaign Support (FHPE-2022-03-20-00 Federal; FHLE-2022-03-22-00)**

These funds were dedicated to producing and distributing nonmotorized safety-related materials in partnership with the PennDOT Communications Office and Commonwealth Media Services (CMS) for use in collaboration with pedestrian high visibility enforcement operations.

#### Results:

- An agreement was never executed for these funds in FFY 2022 due to transitions within staffing and limited production scheduling ability.

### **Summary**

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Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2022 are likely to help curb the recent increases observed in fatality data. Maintaining a strong relationship with the PennDOT Statewide Bicycle and Pedestrian Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

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







# Traffic Safety Information Systems



## Traffic Safety Information Systems

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

Crash record management is divided into two groups:

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

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

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

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

	Completeness	Accuracy	Timeliness
2022 Target	0.09	0.30	9.00
2021 Target	0.14	0.38	9.00
2021 Actual	0.10	0.34	9.24



## Countermeasures (Programs and Projects) and Results

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### Traffic Records Program Administrators (TRPA) (M3DA-2022-01-20-04 Federal; M3DA-2022-01-21-04 Federal; M3DA-2022-01-22-04 Federal)

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

The success of PennDOT's Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the state. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness. This project continues to provide the LEA community with a Traffic Records Program Administrator (TRPA) as a point of contact between PennDOT's Crash Information Systems and Analysis Unit and approximately 1,200 municipal police agencies across the state. This grant period marks the end of the 13th year of the crash records project.

#### Results:

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

### Crash Architecture and Public/Partner Data Interface (M3DA-2022-02-20-00 Federal; M3DA-2022-02-21-00 Federal; M3DA-2022-02-22-00 Federal)

The Pennsylvania Crash Information Tool (PCIT) was deployed in 2015 and serves as a publicly accessible crash records database and retrieval system. PCIT currently provides access to a variety of reports featuring commonly requested highway safety categories. Reports may be filtered by year and customized by various traffic safety focus areas. The website also enables users to retrieve specific data in table or map format, which was implemented in April 2017. New user access areas were added in FFY 2019, which allowed more direct contact to business partners. In FFY 2020, special log-in business partner access was added for Pennsylvania's grantee network. This put vital crash data directly in the hands of those who work to address behavioral safety issues. PennDOT staff has provided numerous trainings on navigating the PCIT webpage and encourages all users to promote the site amongst their agencies. In FFY 2021, enhancements were made to the most used feature, the Custom Query Tool.



Some of these enhancements were based on NHTSA’s FIRST Tool. Traffic to the webpage has increased every year since its creation.

Results:

- The Pennsylvania Crash Information Tool was updated during FFY 2022 to improve numerous aspects of the authenticated area dedicated to Pennsylvania’s behavioral safety grantees. Many additional updates were also made to the public area. We are also very proud that FFY 2022 made accessibility testing and progressive enhancements a regular part of the systems releases. This accessibility testing identifies how functional the system is for a user with disabilities and to determine an application’s level of conformance with applicable standards and guidelines. The web address for PCIT is <https://crashinfo.penndot.gov>.

**Crash Backlog Processing Support (M3DA-2022-04-20-00 Federal; M3DA-2022-04-21-00 Federal; M3DA-2022-04-22-00 Federal)**

This activity focuses on clearing the backlog of crashes faced by PennDOT’s Crash Program. The backlog developed and grew due to a series of retirements and unfilled vacancies from transfers and promotions. Changes were made to staff classifications and a reorganization was conducted within the unit.

Once changes were completed it was vital to address this backlog to avoid using incomplete data for future planning and reports. This activity paid overtime for staff to reduce the backlog with a goal to complete all 2021 crash data by April 1, 2022.

Results:

- The 2021 crash data was completed on April 8, 2022, missing the proposed goal by one week. Overtime ended in early June 2022 as the mission of the project had been fully realized.

**Location Reference System (LRS) Realignment Application (M3DA-2022-06-20-00 Federal; M3DA-2022-06-21-00 Federal; M3DA-2022-06-22-00 Federal/M3DA-2022-06-20-00 State; M3DA-2022-06-21-00 State; M3DA-2022-06-22-00 State)**

PennDOT’s Roadway Management System (RMS) is the primary system that contains information about the state-owned highway network, an inventory of the roadway features, conditions, and characteristics. The information from RMS is used for many functions including funding, business planning, project design, maintenance programming decisions, and crash reporting. The Crash Reporting System (CRS) relies on timely, accurate roadway information to ensure crashes are being assigned to correct locations for use within PennDOT’s many safety programs.





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

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

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

#### Results:

- This project was started in mid-FFY 2022 and will continue into FFY 2023. The project is currently on schedule and within budget. Details will be reported in the FFY 2023 Annual Report.

## Summary

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Projects that were implemented in FFY 2022 were outlined in the 2022 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system and crash records performance measures, as well as updates on ongoing projects. Pennsylvania's traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

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







# Community Traffic Safety Projects

## Community Traffic Safety Projects

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

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

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

## Countermeasures (Programs and Projects) and Results

### Educational and Outreach Programs

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





## **Community Traffic Safety Program (CP-2022-01-21-00 Federal; CP-2022-01-22-00 Federal)**

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

### Results:

- Continued to implement two-year grant agreements covering FFY 2021 and 2022 to reduce administrative time of both CTSP and HSO staff.
- Funded 17 Community Traffic Safety Projects to conduct behavioral traffic safety programming across the state.

## **Summary**

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Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2022. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area which makes outreach challenging. We have recognized these challenges and work to provide CTSPs with the tools needed to target their local communities.







# Don't Drive Impaired

Drivers impaired by drugs killed 901 people in PA over the last 3 years.

**Be Safe PA**



[www.PennDOT.pa.gov/Safety](http://www.PennDOT.pa.gov/Safety)

Paid for with Pennsylvania taxpayer dollars.

## Communications and Media

PennDOT's central communications office and regional 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 with statewide media events, and by continuing to promote the Pennsylvania Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

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

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

### Be Safe PA

Paid media was purchased in support of aggressive driving enforcement, Distracted Driving Awareness Month, National Click it or Ticket Enforcement Mobilization, and the 4th of July Impaired Driving Campaign. Mixed media tactics were used to build overall safe driving awareness and effectively capture key audiences, which generally included all Pennsylvanians, with a primary audience of males, aged 18 to 44. Departmental crash data was used in targeting the demographic.

Continuing the foundation built in 2020, the media once again utilized one overarching theme with the tagline "Be Safe PA." All media created for the paid buy was branded with "Be Safe PA," including print, digital, radio, and out-of-home advertising. The tagline is also featured on the website and is used in traffic safety related social media posts year-round.

Overall, PennDOT spent approximately \$1.1 million in state funds on the four campaigns that ran successively from March through June 2022. The media spend included approximately \$275,000 for speeding, \$220,000 for distracted driving, \$290,000 for seat belt safety, and \$320,000 for impaired driving. The campaigns were highly successful, delivering nearly 227 million impressions across digital and out-of-home media tactics. The campaign produced more than 418,000 clicks with an overall click-through-rate of 0.91%, and more than 16.5 million completed views, including audio and video.



## Speeding

In March 2022, PennDOT conducted a speeding media campaign to coincide with the statewide Aggressive Driving Enforcement Wave 2 campaign, which focuses on several themes including speeding. Media assets from 2021 were reused in 2022 and again included both a :15 and :06 video, along with still assets. Metrics show the buy resulted in nearly 8 million digital impressions, more than 31,800 clicks, and 3 million audio/video completions.



## Distracted Driving

In April 2022, PennDOT conducted a distracted driving media campaign aimed at reducing the number of these crashes while increasing statewide awareness of the consequences associated with distracted driving. Media included a new :15 video, along with still assets reused from previous years. The buy resulted in nearly 19 million digital impressions, more than 222,000 clicks to PennDOT's distracted driving web page, and nearly 5.4 million audio/video completions.



## Seat Belts

In May 2022, PennDOT conducted a seat belt safety awareness campaign. In 2021, both :15 and :06 videos were created, along with accompanying static images. Capitalizing on the investment, these





media materials were reused in 2022. The buy resulted in more than 9.6 million digital impressions, nearly 70,000 clicks, and over 4.2 million audio/video completions.



### Impaired Driving

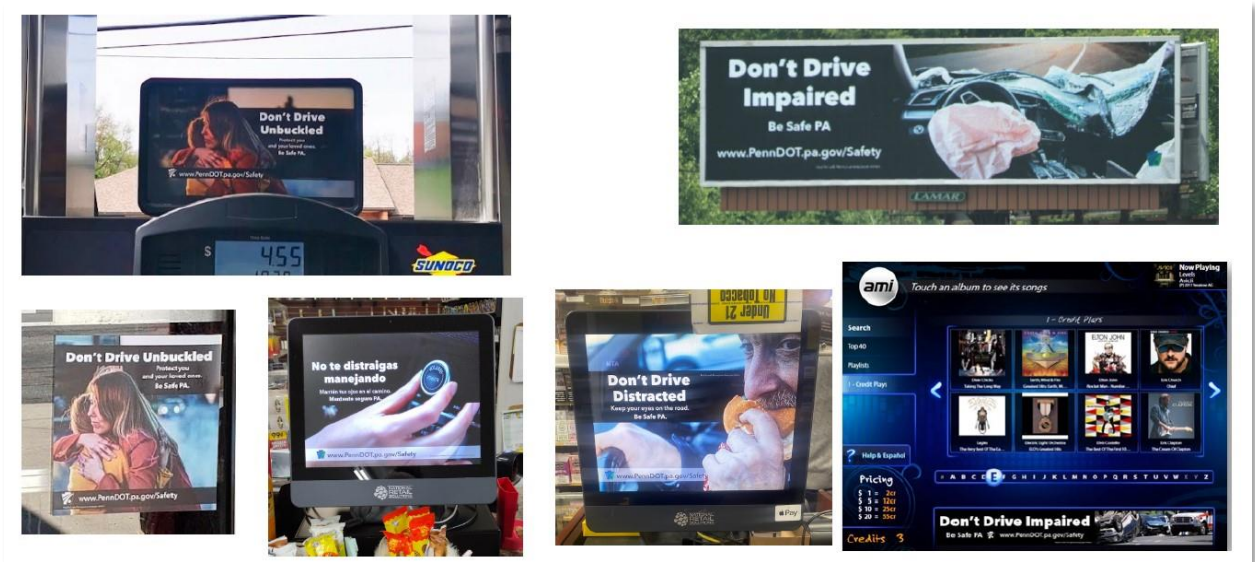
PennDOT conducted an impaired driving media campaign in support of the 4th of July Impaired Driving Campaign throughout June and early July. In 2022, new media materials were created, including both [:15](#) and [:06](#) videos, as well as still assets. The 2022 media buy resulted in more than 9.3 million digital impressions, over 94,000 clicks to the website, and more than 4.3 million audio/video completions.





Approximately \$300,000 of the overall budget was spent on billboard advertisements in support of speeding, seat belt safety, and impaired driving. These campaigns combined delivered 75.6 million impressions and added value of more than \$72,000.

Point of purchase marketing projected 6.2 million impressions and achieved more than 11.4 million. More than 21.8 million added value impressions were generated from All Over Media’s gas pump toppers, window clings, and bar posters, adding nearly \$110,000 in value to the campaign. Another 16.2 million added value impressions were generated through AMI jukebox advertising, adding \$58,028 in value to the campaign.



The Pennsylvania Association of Broadcasters delivered 4 million radio impressions for all four topic areas, and 2.5 million impressions through TV spots for impaired driving. Combined, these spots were valued at approximately \$675,000 on a \$81,250 investment. Additionally, the iHeart Total Traffic & Weather sponsorship delivered more than 11 million impressions and approximately \$19,000 in added value.

Purchased media included:

- All Over Media: Bar posters are used to increase exposure to the DUI messaging at key times, such as when the audience might be under the influence and debating driving themselves home, and gas pump advertising which hits a captive audience for 2-3 minutes with each transaction to reinforce all other tactics in market.
- AMI Entertainment: These ads capitalize on in-bar advertising focusing on the jukeboxes and mobile apps that interact with them. Media included custom content and quizzes to best interact with the bar crowd and drive the DUI messaging home.



- Facebook and Instagram: These platforms are frequently used throughout the day with deep engagement and have the capability to target individuals strategically. Media components included both videos and images.
- Google: A staple of the annual safety campaigns, this suite of tactics reaches online users through an expansive inventory of video and display content prior to them operating a vehicle. Media included video and banner ads.
- iHeart Radio: This terrestrial radio sponsorship centered around traffic and commuting by sponsoring morning and evening traffic updates across all PA markets. Media included ten to fifteen second recorded messages.
- National Retail Solutions: High impact displays at convenience stores, gas stations, and bodegas across the state complemented All Over Media gas pump topper during April (distracted driving).
- Outdoor Advertising
  - Lamar Outdoor has the capability to run messaging in all major markets across PA through their high-impact digital bulletins.
  - Clear Channel Outdoor has high-impact digital bulletins spread out across the greater Philadelphia area reaching mass volumes of commuters.
  - Adams Outdoor has a broad reaching digital bulletin network that ranges across north and southeast PA counties.
- Pandora: Along with Spotify, Pandora is a leading streaming audio and video platform with strong listenership from adults. The platform is used exclusively as an alternative to broadcast radio while driving, among other activities. Media included thirty second audio spots and companion banners.
- The Pennsylvania Association of Broadcasters: The State Broadcasters Association facilitates turnkey remnant inventory across local broadcast properties helping to increase reach and frequency.
- Q1 Media: This preferred display and video partner geotargeted active construction zones throughout the state and delivered speeding messages to mobile devices via device ID targeting.
- Snap Chat: This platform is among the most popular content sharing platforms for teens and young adults in the United States, with high usage outside of the home (bars, restaurants, concerts, sporting events, etc.). Media components included video and static images.
- Spotify: Online radio that captures audiences throughout the day when they are listening to their preferred music during commutes, at work, in the car, and during downtime. Media included thirty second audio spots and companion banners.

## Countermeasures (Programs and Projects) and Results

### Public Information and Education (State Funds)

The Public Information and Education line is used for brochures and other free educational pieces to address emerging safety focus areas and other unforeseen safety issues. These publications are typically



available for download and in some cases printed. Limited state funds were used to support these expenses in FFY 2021.

Additionally, with the use of state funds, the Highway Safety Office piloted individual print budgets for PennDOT's eleven District Safety Press Officers (SPO) in 2020. The pilot was in direct response to a recommendation from the 2019 GHSA Communications Audit and was successfully expanded in FFY 2021. In FFY 2022, each SPO was again assigned with a \$300 budget to be used for printed publications that are needed for their work promoting PennDOT's safety messages.

## Summary

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



## Driver Education and Behavior

There is a need in Pennsylvania to update the curriculum being delivered in our schools' driver's education classrooms. Although the current information is still relevant, there is a need for additional information to accommodate the new generation of drivers.

Efforts to educate Pennsylvania drivers in safe driving techniques will be approached proactively through our local schools. The Institute for Rural Health and Safety (IRHS) at the Indiana University of Pennsylvania (IUP) is the only institute of higher education in Pennsylvania that teaches driver's education. They will be assessing the existing forms of driver's education within our schools and developing complementary guidance for our Community Traffic Safety Projects (CTSP) to deliver to our public schools. This guidance will enhance existing driver's education by expanding the curriculum to focus on the reinforcement of visual scanning, attention maintenance, and speed management.

Also under the umbrella of education is a new effort for Pennsylvania that offers another choice for individuals that have accumulated six points (or more) on his or her driver's license. As a result of a hearing, the Driver Safety Examiner would be able to recommend driver improvement school. PennDOT's Bureau of Driver Licensing (BDL) will develop this school as an option for these individuals. This will give violators a third option to undergoing an examination or a driver's license suspension.

## Educational and Outreach Programs

### **Novice Driver Statewide Program Support (DE-2022-02-21-00 Federal; DE-2022-02-22-00 Federal)**

This project was able to achieve more goals during the fourth-year extension. As COVID-19 mitigation efforts eased, the project was able to deliver in-person training on their updated Enhanced Driver Education Curriculum to PennDOT's CTSPs. The training activities occurred in spring 2022 with a classroom portion of the updated curriculum and a driving portion held near the Indiana University of PA campus. The project also continued to collect data from schools implementing the updated curriculum to support their research.

#### Results:

- Created and delivered additional driver's education materials to CTSPs.
- Created and delivered in-person training for our CTSP network on their updated Enhanced Driver Education Curriculum.





THE NOVICE DRIVER STATEWIDE PROGRAM DELIVERED IN-PERSON TRAINING FOR OUR CTSP NETWORK.

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- Four quarterly newsletters were delivered to our CTSP network.
- Submitted a comprehensive report that details the research and outcomes of the project for FFY 2022.

### **Implementation of a Driver Improvement School (DE-2022-01-21-00 Federal; DE-2022-01-22-00 Federal)**

A continuation of the project headed by PennDOT's Bureau of Driver Licensing; project staff worked with the selected contractor developing curriculum for the school this year. Virtual and in-person train-the-trainer workshops were conducted with all Driver Improvement School (DIS) staff in spring 2022. Three pilot programs were also performed by DIS staff in the east, west, and central parts of Pennsylvania, after which staff held meetings to discuss the outcomes and feedback of the pilots to improve the program. After working with the contractor to finalize the curriculum, staff printed materials and began scheduling classes in the fourth quarter. By mid-September, all seven DIS locations were up and running. Although this is the final year for this project, staff will continue to improve the





school and plan to add virtual classes in November 2022 for customers that are unable to attend via a driver's licensing center.

Results:

- Completed Driver Improvement School curriculum.
- Operating Driver Improvement School classes in seven locations across Pennsylvania.
- 68 participants have completed the Driver Improvement School class, and all have successfully passed the final exam.
- 122 participants have enrolled in the Driver Improvement School since November 1, 2022.





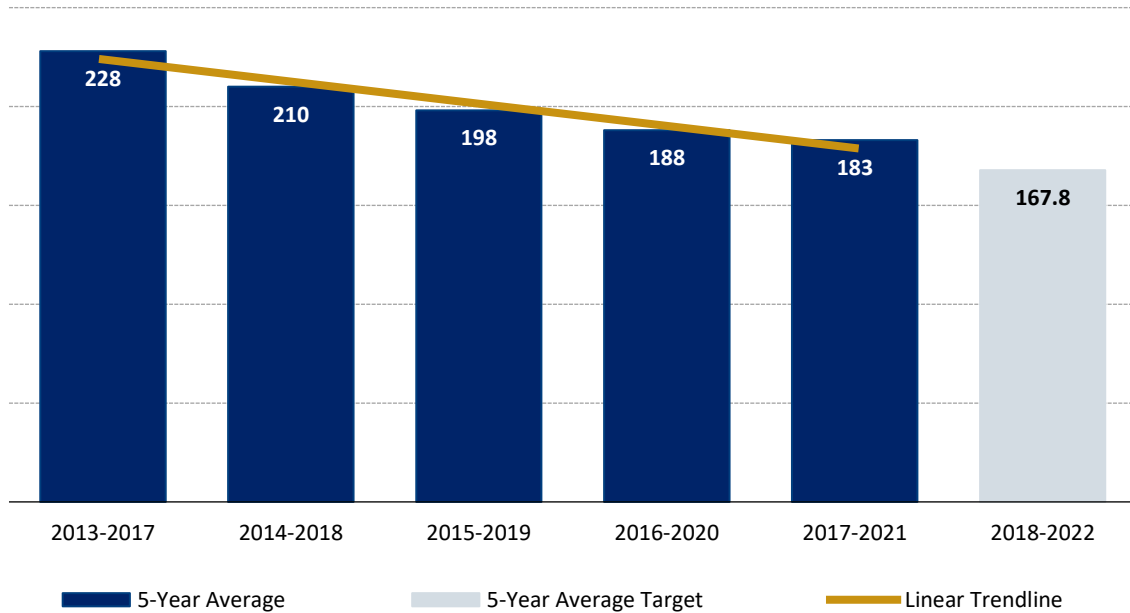
**Impaired  
Driving**

## Impaired Driving

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

### Performance Target

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



### Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2022.

#### High-Visibility Enforcement of Impaired Driving

PennDOT distributed nearly \$5 million dollars in federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2022. Pennsylvania’s data-driven high-visibility enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our six Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations



and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age and sex of drivers.

### **Pennsylvania State Police DUI Enforcement Program (M5HVE-2022-01-21-00 Federal; M5HVE-2022-01-22-00 Federal)**

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts on enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations that have a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, PSP conducted nearly 1,100 sobriety checkpoints and roving DUI patrols during FFY 2022. This enforcement contacted more than 27,000 motorists resulting in just over 1,100 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continued to receive standardized field sobriety testing certification during their academy training.

#### **Results:**

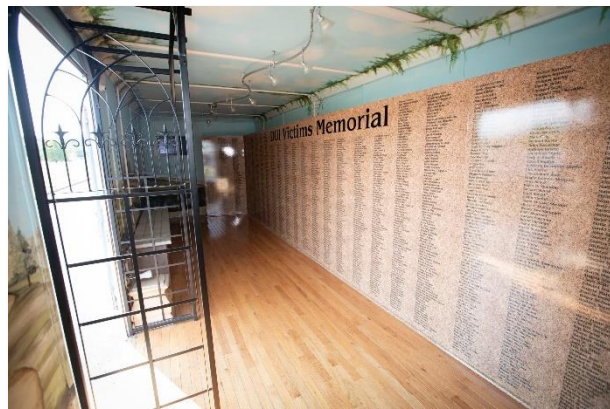
- Conducted more than 1,100 sobriety checkpoints and roving DUI patrols, contacting more than 27,000 motorists resulting in just over 1,100 arrests for impaired driving.



PENNDOT PARTNERED WITH THE PENNSYLVANIA STATE POLICE (PSP) AND PENNSYLVANIA DUI ASSOCIATION TO URGE RESPONSIBLE, DESIGNATED DRIVING AHEAD OF THE LABOR DAY HOLIDAY.



*Pennsylvania Acting Executive Deputy Secretary of Transportation Melissa Batula spoke on behalf of PennDOT.*



*PSP Drug Recognition Expert (DRE) Program Coordinator Corporal John Witkowski demonstrates drug-detection field sobriety tests.*

*Pennsylvania DUI Association's Moving DUI Victims' Memorial.*

**Municipal DUI Enforcement Programs (M5HVE-2022-02-21-00 Federal; M5HVE-2022-02-22-00 Federal; PT-2022-03-21-00 Federal; PT-2022-03-22-00 Federal)**

PennDOT offered nearly 50 police traffic services grants, which involved approximately 750 municipal police departments during FFY 2022. Impaired driving enforcement is a component of the police traffic services grant. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and “Cops in Shops” operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target locations for impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the national crackdown during the Labor Day holiday, but also include other DUI mobilizations highlighted on the NHTSA communications calendar. DUI Regional Program Administrators helped to ensure police





departments planned participation during the crackdowns and mobilizations. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. This impaired driving enforcement resulted in more than 89,400 motorists contacted and nearly 1,200 arrests for impaired driving.

Results:

- More than 1,800 impaired driving enforcement operations resulted in more than 89,400 motorists contacted and nearly 1,200 arrests for impaired driving.



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### **DUI Courts (M5CS-2022-01-21-00 Federal; M5CS-2022-01-22-00 Federal)**

During 2021 in Pennsylvania, there were nearly 12,500 convictions for a second or subsequent DUI offense. Those convictions accounted for more than 57% of all DUI convictions in 2021. PennDOT provides counties with grants for DUI court to address recidivism. While in DUI court, the repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI court grants from PennDOT are renewed for three years and are intended as start-up funds. During FFY 2022, no counties applied for DUI court grant funding from PennDOT. National studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates, consistent with these national studies.

Results:

- Funded no new DUI courts during FFY 2022. The number of DUI courts operating in PA stands at 16.



**Institute for Law Enforcement Education (M5TR-2022-01-21-00 Federal; M5TR-2022-01-22-00 Federal; PT-2022-03-21-00 Federal; PT-2022-03-22-00 Federal)**

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an agreement with the Institute of Law Enforcement Education (ILEE) at the PA Department of Education. With almost 150 trainings offered, nearly 3,000 law enforcement officers received some type of highway safety enforcement training in topics such as breath testing, sobriety checkpoints, and standardized field sobriety testing during FFY 2022.

Results:

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

**Traffic Safety Resource Prosecutor (TSRP) (M5TR-2022-03-21-00 Federal; M5TR 2022-03-22-00 Federal)**

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The Traffic Safety Resource Prosecutor (TSRP) provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. Over 600 instances of technical assistance were provided by the TSRP during FFY 2022. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly “Cops in Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which uses a simulated impaired driving case and follows each step from arrest to prosecution.

Results:

- Provided funding for one full-time Traffic Safety Resource Prosecutor (TSRP) in FFY 2022.



- TSRP provided over 600 instances of technical assistance ranging from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors.

### **Judicial Outreach Liaison (JOL) (M5TR-2022-04-21-00 Federal; M5TR 2022-04-22-00 Federal)**

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

#### Results:

- Providing funded for one Judicial Outreach Liaison (JOL) in FFY 2022.

### **Statewide DUI Program Coordination (DUI RPAs) (M5TR-2022-02-21-00 Federal; M5TR-2022-02-22-00 Federal)**

Four DUI Regional Program Administrators (DUI RPAs) dedicated to impaired driving support were funded under a grant with the Pennsylvania DUI Association. These positions, including two full-time and two part-time, are funded under the NHTSA grant program using §405(d) funding. During FFY 2022, the DUI RPAs served as a technical resource on impaired driving for the 50 police traffic services grants statewide. More than 750 municipal police departments and the state police receive funding under the grant program and the DUI RPAs serve as a technical resource for each of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

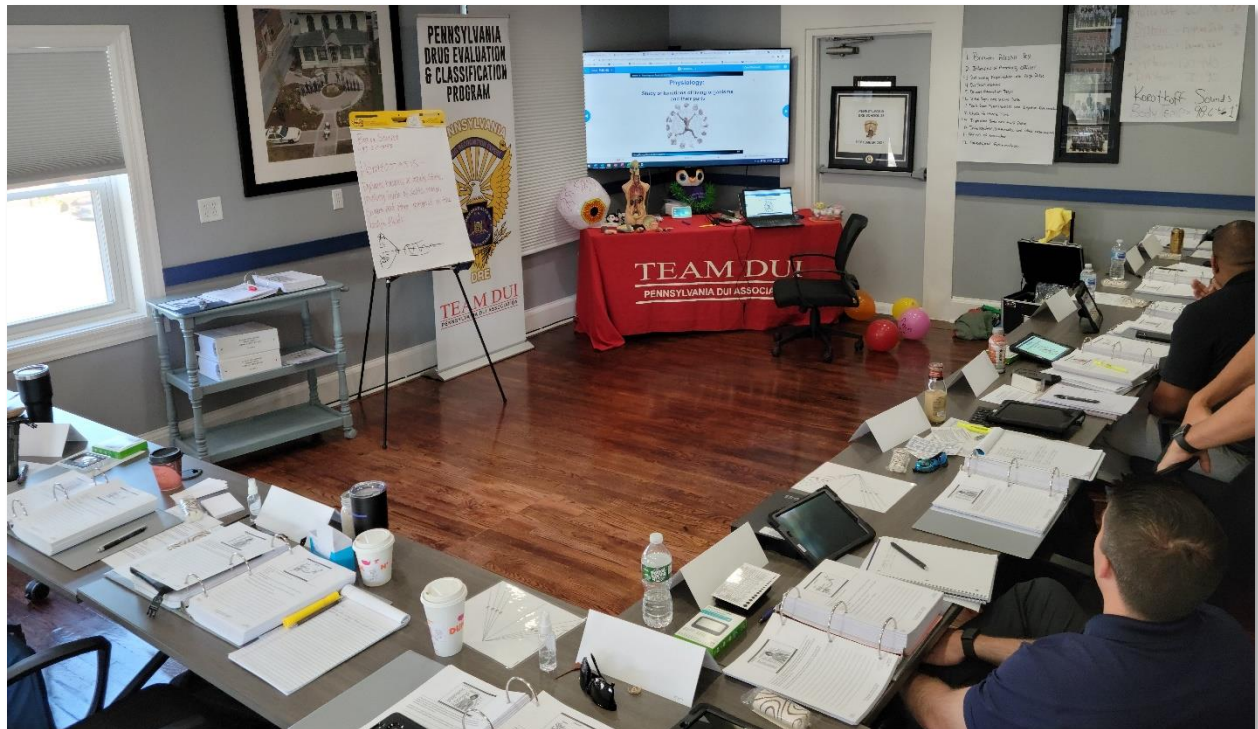
Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUID crashes and arrests are most likely due to the large effort toward training law enforcement in DUID detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2022, 30 ARIDE



courses were conducted by the PA DUI Association, training 493 of law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 19th year of operation and certified 25 new officers as drug recognition experts in FFY 2022, which brings the total number of DREs in Pennsylvania to 240. During FFY 2022, DRE officers conducted 1,819 evaluations, which resulted in opinions within all seven drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers. An additional 407 evaluations were conducted in a training environment.

**Results:**

- Funded two full-time and two part-time DUI Regional Program Administrators (DUI RPAs).
- DUI RPAs served as a technical resource for the 50 police traffic services grants statewide.
- 30 ARIDE courses were conducted by the PA DUI Association, training hundreds of law enforcement officers.
- Certified 25 new officers as drug recognition experts, which brings the total number of DREs in Pennsylvania to 240.
- DRE officers conducted 1,819 evaluations.



### **Pennsylvania DUI Association Technical Services Program (M5TR-2022-05-21-00 State; M5TR-2022-05-22-00 State)**

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

#### Results:

- Certified 132 Alcohol Highway Safety School instructors and 213 Court Reporting Network evaluators during FFY 2022.

### **Ignition Interlock (M5II 2022-01-21-00 State; M5II 2022-01-22-00 State)**

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. A 2017 Pennsylvania law makes the ignition interlock requirement mandatory for first-time DUI offenders with high blood alcohol levels and for individuals who refuse chemical testing. Interlock devices prohibit a vehicle from being operated by a drinking driver with a Breath Alcohol Content higher than 0.025. During FFY 2022, there were more than 13,100 Pennsylvania residents with an installed ignition interlock device, and over 90,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor also conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures. State funds were utilized to deliver these tasks.

#### Results:

- Conducted 268 site visits to ignition interlock installation service centers to audit for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures.
- Over 90,000 vehicle ignition starts were prevented by ignition interlock devices statewide.

## **Summary**

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The comprehensive DUI laws in Pennsylvania coupled with a high-visibility enforcement (HVE) program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the reducing impaired (DUI) driving safety focus area. Additional programs adding to the reduction are





specialized police training, highway safety liaison projects (law enforcement, prosecution, and adjudication), DUI court support, advances in DUID training, as well as other educational and comprehensive outreach projects. Even as we see overall fatality numbers continue to decline, approximately one out of every three highway deaths continue to be due to impaired driving. If we are to achieve our overarching fatality reduction goals, Pennsylvania must continue a high-visibility enforcement program to reduce impaired (DUI) driving.

Enforcement grantees in Pennsylvania conducted sobriety checkpoints and roving patrols following the HVE model with 73.2% of the committed enforcement funds liquidated during FFY 2022. The commonwealth experienced a slight increase in DUI arrests from calendar year 2020 to 2021. It can be reasonably argued the projects were successful toward influencing the recent reductions in impaired driving related crashes over the same period. Law enforcement officers in Pennsylvania will need to continue to be aware of and trained in the detection and testing of drug impaired drivers so the commonwealth can continue to achieve reductions in impaired driving.





## Planning and Administration

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

Title 23, part 1300.4 of the Code of Federal Regulations (23 CFR § 1300.4) describes the authority and functions of a state highway safety agency. Standard components of any state highway safety program include planning and administration and program management costs. These costs include salaries, related personnel benefits, travel expenses, and rental costs associated with operation of a state highway safety program. Appendix D to Part 1300 describes which state highway safety agency-related costs are considered planning and administration versus program management.

### Countermeasures (Programs and Projects) and Results

#### **Planning and Administration (PA-2022-01-21-00 Federal; PA-2022-01-22-00 Federal/PA-2022-01-00-00 State)**

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

#### **PA Highway Safety Office Program Management (CP-2022-04-21-00 Federal; CP-2022-04-22-00 Federal/CP-2022-01-00-00 State)**

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

#### **Grant Program Training Needs (CP-2022-03-21-00 Federal; CP-2022-03-22-00 Federal)**

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



Results:

- Conducted the Fall Communications Workshop virtually, due to COVID-19 mitigation efforts, for PennDOT and Community Traffic Safety Project outreach coordinators October 5-7, 2021.
- Conducted the Pennsylvania Traffic Safety Conference virtually, due to COVID-19 mitigation efforts, for grantees and other traffic safety stakeholders April 5-6, 2022.
- Interested PennDOT staff attended the training workshops at GHSA's 2022 Annual Meeting.



## 4. Program Funding

### Funding Overview

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

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

BOO funded 77 grants in FFY 2022 totaling \$13,955,521.02 under this program.

During the fiscal year, \$10,539,550.60 (75.5%) of committed \$402 funds was spent, including \$5,260,490.73 (49.9%) share to local.

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

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

BOO awarded one grant in FFY 2022 totaling \$1,947,970.58 under this program.

During the fiscal year, \$1,729,957.53 (88.8%) of committed \$405b funds was spent.

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

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

BOO awarded five grants in FFY 2022 totaling \$2,240,600.00 under this program.

During the fiscal year, \$1,909,424.28 (85.2%) of committed \$405c funds was spent.

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

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





BOO awarded 51 grants in FFY 2022 totaling \$7,418,561.51 under this program.

During the fiscal year, \$5,491,426.98 (74%) of committed §405d funds was spent.

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

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

BOO awarded one grant in FFY 2022 totaling \$260,000.00 under this program.

During the fiscal year, \$235,814.77 (90.6%) of committed §405f funds was spent.

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

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

BOO awarded 51 grants in FFY 2022 totaling \$1,461,170.36 under this program.

During the fiscal year, \$926,820.37 (63.4%) of committed §405f funds was spent.

## Highway Safety Program Expenditures (Project List)

**Table 4.1 Federal Fiscal Year 2021 Highway Safety Program Expenditures**

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2022-01-00-00	20.600	Planning & Administration - PA Highway Safety Office Management	\$400,000.00	\$219,455.13
OP-2022-01-00-00	20.600	PA State Police - Child Passenger Safety Fitting Stations (Task 2)	\$60,484.14	\$21,368.97
PT-2022-01-00-00	20.600	PA State Police - Police Traffic Service	\$2,492,034.10	\$2,223,146.46
PT-2022-02-00-00	20.600	Statewide LEL Program Coordination (PTS)	\$1,236,241.50	\$839,385.26
PT-2022-03-00-00	20.600	Institute for Law Enforcement Education	\$473,910.13	\$283,291.60
PT-2022-04-00-01	20.600	PTS-G-2021-Northumberland-00001	\$643,813.35	\$594,068.15
PT-2022-04-00-02	20.600	PTS-G-2021-Bucks-00002	\$274,027.51	\$128,521.12
PT-2022-04-00-03	20.600	PTS-G-2021-Chester-00003	\$193,256.59	\$156,089.21
PT-2022-04-00-04	20.600	PTS-G-2021-Lower Merion-00004	\$31,000.10	\$29,752.16
PT-2022-04-00-05	20.600	PTS-G-2021-Butler-00005	\$51,909.46	\$44,877.64
PT-2022-04-00-06	20.600	PTS-G-2021-Latrobe-00006	\$48,116.94	\$31,982.06
PT-2022-04-00-07	20.600	PTS-G-2021-Plum-00007	\$65,474.12	\$63,255.23
PT-2022-04-00-08	20.600	PTS-G-2021-West Deer-00008	\$41,035.21	\$39,817.66
PT-2022-04-00-09	20.600	PTS-G-2021-Bethlehem City-00009	\$26,525.58	\$25,654.78
PT-2022-04-00-10	20.600	PTS-G-2021-Pottstown-00010	\$67,164.25	\$64,285.50
PT-2022-04-00-11	20.600	PTS-G-2021-Washington Township-00011	\$27,837.90	\$8,808.32



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PT-2022-04-00-12	20.600	PTS-G-2021-Cumberland-00012	\$84,961.47	\$65,395.89
PT-2022-04-00-13	20.600	PTS-G-2021-Cambria-00013	\$51,847.09	\$51,599.26
PT-2022-04-00-14	20.600	PTS-G-2021-Baldwin-00014	\$56,423.53	\$41,399.74
PT-2022-04-00-15	20.600	PTS-G-2021-Bethlehem Township-00015	\$52,006.41	\$32,168.67
PT-2022-04-00-16	20.600	PTS-G-2021-Blair -00016	\$75,324.47	\$42,063.77
PT-2022-04-00-17	20.600	PTS-G-2021-Ferguson Twp-00017	\$23,329.97	\$20,103.70
PT-2022-04-00-18	20.600	PTS-G-2021-Old Lycoming Twp-00018	\$33,395.38	\$19,522.96
PT-2022-04-00-19	20.600	PTS-G-2021-Lebanon-00019	\$63,722.70	\$31,908.11
PT-2022-04-00-20	20.600	PTS-G-2021-Cambridge Springs-00020	\$7,459.75	\$6,602.42
PT-2022-04-00-21	20.600	PTS-G-2021-Mifflin-00021	\$24,687.78	\$15,969.79
PT-2022-04-00-22	20.600	PTS-G-2021-Lawrence Township-00022	\$20,132.25	\$6,623.23
PT-2022-04-00-23	20.600	PTS-G-2021-Haverford-00023	\$38,182.56	\$31,447.69
PT-2022-04-00-24	20.600	PTS-G-2021-Venango-00024	\$13,682.27	\$2,693.59
PT-2022-04-00-25	20.600	PTS-G-2021-Mt. Lebanon Twp-00025	\$36,059.50	\$35,983.71
PT-2022-04-00-26	20.600	PTS-G-2021-MoonTownship-00026	\$33,329.77	\$33,292.89
PT-2022-04-00-27	20.600	PTS-G-2021-Indiana-00027	\$6,361.43	\$2,736.63
PT-2022-04-00-28	20.600	PTS-G-2021-Erie-00028	\$89,249.83	\$57,201.45
PT-2022-04-00-29	20.600	PTS-G-2021-Lower Saucon-00029	\$16,995.46	\$14,273.07
PT-2022-04-00-30	20.600	PTS-G-2021-Lehigh-00030	\$54,509.34	\$42,498.59
PT-2022-04-00-31	20.600	PTS-G-2021-Hatfield-00031	\$68,736.33	\$46,991.30
PT-2022-04-00-32	20.600	PTS-G-2021-Gilpin-00032	\$11,630.32	\$7,417.50
PT-2022-04-00-33	20.600	PTS-G-2021-Montgomery Township-00033	\$129,131.74	\$82,552.15
PT-2022-04-00-34	20.600	PTS-G-2021-Lackawanna-00034	\$118,079.87	\$54,898.33
PT-2022-04-00-35	20.600	PTS-G-2021-Hermitage-00035	\$71,871.66	\$67,014.99
PT-2022-04-00-36	20.600	PTS-G-2021-Luzerne-00036	\$129,296.95	\$88,031.37
PT-2022-04-00-37	20.600	PTS-G-2021-Philadelphia-00037	\$217,973.36	\$166,841.72
PT-2022-04-00-38	20.600	PTS-G-2021-23426-00038 (Upland Boro)	\$52,012.39	\$36,044.30
PT-2022-04-00-39	20.600	PTS-G-2021-York-00039	\$493,714.52	\$338,642.13
PT-2022-04-00-40	20.600	PTS-G-2021-61204-00040 (Conewango Twp)	\$24,064.34	\$20,165.17
PT-2022-04-00-41	20.600	PTS-G-2021-64431-00041 (Vandergrift Boro)	\$39,822.21	\$37,999.52
PT-2022-04-00-42	20.600	PTS-G-2021-West Norriton-00042	\$61,147.87	\$54,880.95
PT-2022-04-00-43	20.600	PTS-G-2021-Hopewell-00043	\$50,337.04	\$45,988.21
PT-2022-04-00-44	20.600	PTS-G-2021-S Whitehall-00044	\$147,928.17	\$76,033.77
PT-2022-04-00-45	20.600	PTS-G-2021-Pittsburgh-00045	\$141,607.71	\$44,861.12
PT-2022-04-00-46	20.600	PTS-G-2021-Towanda Boro-00046	\$11,947.84	\$3,944.06
PT-2022-04-00-47	20.600	PTS-G-2021-Abington-00047	\$172,396.86	\$124,463.89
PT-2022-04-00-48	20.600	PTS-G-2021-North Strabane-00048	\$49,478.06	\$11,475.67
PT-2022-04-00-49	20.600	PTS-G-2021-Upper Darby-00049	\$54,777.11	\$22,015.47
PT-2022-04-00-50	20.600	PTS-G-2021-Dauphin-00050	\$354,328.27	\$84,918.55
CP-2022-01-00-01	20.600	CTSP-G-2021-Allegheny-00001	\$258,064.97	\$101,035.49
CP-2022-01-00-02	20.600	CTSP-G-2021-Cambria-00002	\$106,261.64	\$99,206.63
CP-2022-01-00-03	20.600	CTSP-G-2021-Carbon County-00003	\$297,821.88	\$194,613.75



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2022-01-00-04	20.600	CTSP-G-2021-Centre-00004	\$95,554.76	\$76,564.47
CP-2022-01-00-05	20.600	CTSP-G-2021-Chester-00005	\$121,506.07	\$110,411.39
CP-2022-01-00-06	20.600	CTSP-G-2021-Cumberland-00006	\$166,331.40	\$156,104.47
CP-2022-01-00-07	20.600	CTSP-G-2021-Delaware-00007	\$137,020.27	\$83,913.35
CP-2022-01-00-08	20.600	CTSP-G-2021-Erie-00008	\$146,014.85	\$98,618.95
CP-2022-01-00-09	20.600	CTSP-G-2021-Lackawanna-00009	\$62,239.51	\$55,390.44
CP-2022-01-00-10	20.600	CTSP-G-2021-Luzerne-00010	\$118,013.79	\$73,477.99
CP-2022-01-00-11	20.600	CTSP-G-2021-Northumberland-00011	\$116,233.49	\$83,424.62
CP-2022-01-00-12	20.600	CTSP-G-2021-Washington County-00012	\$193,913.67	\$159,180.82
CP-2022-01-00-13	20.600	CTSP-G-2021-York-00013	\$291,343.00	\$262,647.72
CP-2022-01-00-14	20.600	CTSP-G-2021-Philadelphia*-00014	\$357,634.26	\$354,033.26
CP-2022-01-00-15	20.600	CTSP-G-2021-Bucks-00015	\$171,857.23	\$70,203.93
CP-2022-01-00-16	20.600	CTSP-G-2021-Bethlehem City-00016	\$74,456.82	\$65,312.74
CP-2022-01-00-17	20.600	CTSP-G-2021-Montgomery Co-00017	\$85,677.76	\$60,573.55
CP-2022-02-00-00	20.600	Statewide Child Passenger Safety Program	\$999,467.64	\$993,884.52
CP-2022-03-00-00	20.600	Grant Program Training Needs	\$20,000.00	\$1,205.23
CP-2022-04-00-00	20.600	PA Highway Safety Office Program Management	\$450,000.00	\$362,221.61
DE-2022-01-00-00	20.600	Implementation of a Driver Improvement School	\$71,333.55	\$66,323.80
DE-2022-02-00-00	20.600	Novice Driver Statewide Program Support	\$300,000.00	\$268,777.29
		<b>Subtotal CFDA #20.600 (\$402)</b>	<b>\$13,955,521.02</b>	<b>\$10,539,550.60</b>
M2HVE-2022-01-00-00	20.616	PA State Police - Occupant Protection Enforcement & Education Program (Task 4)	\$1,947,970.58	\$1,729,957.53
		<b>Subtotal CFDA #20.616 (\$405b)</b>	<b>\$1,947,970.58</b>	<b>\$1,729,957.53</b>
M3DA-2022-01-00-04	20.616	Statewide Traffic Records Program Support	\$1,090,000.01	\$1,051,748.58
M3DA-2022-02-00-00	20.616	Crash Architecture & Public/Partner Data Interface	\$699,999.99	\$577,159.78
M3DA-2022-04-00-00	20.616	Crash Case Backlog	\$95,000.00	\$94,284.12
M3DA-2022-05-00-00	20.616	Implementation of Local Roads to PennDOT's Databases	\$5,600.00	\$5,532.00
M3DA-2022-06-00-00	20.616	LRS Realignment Application	\$350,000.00	\$180,699.80
		<b>Subtotal CFDA #20.616 (\$405c)</b>	<b>\$2,240,600.00</b>	<b>\$1,909,424.28</b>
M5CS-2022-01-00-00	20.616	DUI Courts	\$21,882.04	\$0.00
M5HVE-2022-01-00-00	20.616	PA State Police - DUI Enforcement Project	\$2,425,910.67	\$2,095,301.15
M5HVE-2022-02-00-02	20.616	PTS-G-2021-Bucks-00002	\$163,156.44	\$75,546.85
M5HVE-2022-02-00-04	20.616	PTS-G-2021-Lower Merion-00004	\$20,540.61	\$20,345.45
M5HVE-2022-02-00-05	20.616	PTS-G-2021-Butler-00005	\$34,661.61	\$23,442.71
M5HVE-2022-02-00-06	20.616	PTS-G-2021-Latrobe-00006	\$48,775.16	\$32,924.89
M5HVE-2022-02-00-07	20.616	PTS-G-2021-Plum-00007	\$62,944.80	\$62,105.56
M5HVE-2022-02-00-08	20.616	PTS-G-2021-West Deer-00008	\$56,199.34	\$47,543.49
M5HVE-2022-02-00-09	20.616	PTS-G-2021-Bethlehem City-00009	\$36,729.96	\$31,344.40
M5HVE-2022-02-00-10	20.616	PTS-G-2021-Pottstown-00010	\$52,823.81	\$51,719.11
M5HVE-2022-02-00-11	20.616	PTS-G-2021-Washington Township-00011	\$15,758.39	\$13,223.53



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2022-02-00-12	20.616	PTS-G-2021-Cumberland-00012	\$81,535.63	\$28,472.14
M5HVE-2022-02-00-13	20.616	PTS-G-2021-Cambria-00013	\$48,441.08	\$30,302.23
M5HVE-2022-02-00-14	20.616	PTS-G-2021-Baldwin-00014	\$73,361.75	\$27,236.34
M5HVE-2022-02-00-15	20.616	PTS-G-2021-Bethlehem Township-00015	\$37,499.04	\$6,590.36
M5HVE-2022-02-00-16	20.616	PTS-G-2021-Blair -00016	\$41,359.19	\$30,690.66
M5HVE-2022-02-00-17	20.616	PTS-G-2021-Ferguson Twp-00017	\$23,737.83	\$21,814.28
M5HVE-2022-02-00-18	20.616	PTS-G-2021-Old Lycoming Twp-00018	\$20,460.31	\$16,585.91
M5HVE-2022-02-00-19	20.616	PTS-G-2021-Lebanon-00019	\$49,320.07	\$10,552.62
M5HVE-2022-02-00-20	20.616	PTS-G-2021-Cambridge Springs-00020	\$4,140.00	\$3,793.00
M5HVE-2022-02-00-21	20.616	PTS-G-2021-Mifflin-00021	\$22,116.05	\$7,736.90
M5HVE-2022-02-00-22	20.616	PTS-G-2021-Lawrence Township-00022	\$12,675.55	\$1,333.50
M5HVE-2022-02-00-23	20.616	PTS-G-2021-Haverford-00023	\$29,512.10	\$24,771.05
M5HVE-2022-02-00-24	20.616	PTS-G-2021-Venango-00024	\$9,942.52	\$1,468.11
M5HVE-2022-02-00-25	20.616	PTS-G-2021-Mt. Lebanon Twp-00025	\$30,414.63	\$30,319.94
M5HVE-2022-02-00-26	20.616	PTS-G-2021-MoonTownship-00026	\$36,737.43	\$36,728.00
M5HVE-2022-02-00-27	20.616	PTS-G-2021-Indiana-00027	\$5,654.91	\$4,826.34
M5HVE-2022-02-00-28	20.616	PTS-G-2021-Erie-00028	\$72,505.84	\$33,032.89
M5HVE-2022-02-00-29	20.616	PTS-G-2021-Lower Saucon-00029	\$11,556.21	\$6,986.44
M5HVE-2022-02-00-30	20.616	PTS-G-2021-Lehigh-00030	\$39,153.69	\$34,206.34
M5HVE-2022-02-00-31	20.616	PTS-G-2021-Hatfield-00031	\$52,403.79	\$17,832.40
M5HVE-2022-02-00-32	20.616	PTS-G-2021-Gilpin-00032	\$9,027.48	\$7,037.12
M5HVE-2022-02-00-34	20.616	PTS-G-2021-Lackawanna-00034	\$106,735.87	\$23,505.44
M5HVE-2022-02-00-35	20.616	PTS-G-2021-Hermitage-00035	\$53,400.78	\$43,528.74
M5HVE-2022-02-00-36	20.616	PTS-G-2021-Luzerne-00036	\$135,306.94	\$83,826.52
M5HVE-2022-02-00-37	20.616	PTS-G-2021-Philadelphia-00037	\$235,345.87	\$182,533.95
M5HVE-2022-02-00-38	20.616	PTS-G-2021-23426-00038 (Upland Boro)	\$40,124.35	\$36,374.25
M5HVE-2022-02-00-39	20.616	PTS-G-2021-York-00039	\$372,847.62	\$269,146.24
M5HVE-2022-02-00-40	20.616	PTS-G-2021-61204-00040 (Conewango Twp)	\$19,654.70	\$13,758.26
M5HVE-2022-02-00-41	20.616	PTS-G-2021-64431-00041 (Vandergrift Boro)	\$37,189.37	\$31,036.71
M5HVE-2022-02-00-42	20.616	PTS-G-2021-West Norriton-00042	\$77,914.28	\$44,276.64
M5HVE-2022-02-00-43	20.616	PTS-G-2021-Hopewell-00043	\$40,235.34	\$37,866.80
M5HVE-2022-02-00-44	20.616	PTS-G-2021-S Whitehall-00044	\$130,842.56	\$78,092.70
M5HVE-2022-02-00-45	20.616	PTS-G-2021-Pittsburgh-00045	\$107,115.64	\$27,121.03
M5HVE-2022-02-00-46	20.616	PTS-G-2021-Towanda Boro-00046	\$14,821.57	\$5,350.45
M5HVE-2022-02-00-48	20.616	PTS-G-2021-North Strabane-00048	\$38,845.28	\$14,679.47
M5HVE-2022-02-00-49	20.616	PTS-G-2021-Upper Darby-00049	\$59,348.86	\$2,942.02
M5TR-2022-01-00-00	20.616	Institute for Law Enforcement Education	\$759,238.59	\$461,375.05
M5TR-2022-02-00-00	20.616	Statewide DUI Program Coordination	\$1,226,763.78	\$1,084,206.93
M5TR-2022-03-00-00	20.616	Traffic Safety Resource Prosecutor	\$250,582.14	\$167,176.36
M5TR-2022-04-00-00	20.616	Judicial Outreach Liaison	\$61,310.04	\$48,815.71
		<b>Subtotal CFDA #20.616 (\$405d)</b>	<b>\$7,418,561.51</b>	<b>\$5,491,426.98</b>
M11MA-2022-01-00-00	20.616	Motorcycle Safety Initiatives	\$260,000.00	\$235,814.77



Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
		<b>Subtotal CFDA #20.616 (\$405f)</b>	<b>\$260,000.00</b>	<b>\$235,814.77</b>
FHLE-2022-01-00-00	20.616	PA State Police Nonmotorized HVE (Task 6)	\$677,052.84	\$581,697.88
FHLE-2022-02-00-01	20.616	PTS-G-2021-Northumberland-00001	\$32,457.18	\$28,399.48
FHLE-2022-02-00-02	20.616	PTS-G-2021-Bucks-00002	\$25,323.92	\$11,145.52
FHLE-2022-02-00-03	20.616	PTS-G-2021-Chester-00003	\$13,220.53	\$3,821.39
FHLE-2022-02-00-04	20.616	PTS-G-2021-Lower Merion-00004	\$4,921.32	\$4,755.75
FHLE-2022-02-00-05	20.616	PTS-G-2021-Butler-00005	\$1,657.12	\$1,522.55
FHLE-2022-02-00-06	20.616	PTS-G-2021-Latrobe-00006	\$6,080.26	\$0.00
FHLE-2022-02-00-07	20.616	PTS-G-2021-Plum-00007	\$3,693.50	\$3,572.41
FHLE-2022-02-00-08	20.616	PTS-G-2021-West Deer-00008	\$2,386.76	\$2,029.47
FHLE-2022-02-00-09	20.616	PTS-G-2021-Bethlehem City-00009	\$5,670.96	\$1,110.29
FHLE-2022-02-00-10	20.616	PTS-G-2021-Pottstown-00010	\$4,033.11	\$3,513.32
FHLE-2022-02-00-11	20.616	PTS-G-2021-Washington Township-00011	\$4,087.80	\$638.75
FHLE-2022-02-00-12	20.616	PTS-G-2021-Cumberland-00012	\$5,158.09	\$3,924.55
FHLE-2022-02-00-13	20.616	PTS-G-2021-Cambria-00013	\$1,928.40	\$139.32
FHLE-2022-02-00-14	20.616	PTS-G-2021-Baldwin-00014	\$9,173.25	\$1,207.87
FHLE-2022-02-00-15	20.616	PTS-G-2021-Bethlehem Township-00015	\$6,181.40	\$0.00
FHLE-2022-02-00-16	20.616	PTS-G-2021-Blair-00016	\$5,437.15	\$2,977.26
FHLE-2022-02-00-17	20.616	PTS-G-2021-Ferguson Twp-00017	\$4,566.99	\$3,769.63
FHLE-2022-02-00-18	20.616	PTS-G-2021-Old Lycoming Twp-00018	\$4,251.14	\$1,481.44
FHLE-2022-02-00-19	20.616	PTS-G-2021-Lebanon-00019	\$5,398.62	\$1,050.05
FHLE-2022-02-00-20	20.616	PTS-G-2021-Cambridge Springs-00020	\$135.00	\$135.00
FHLE-2022-02-00-21	20.616	PTS-G-2021-Mifflin-00021	\$1,076.00	\$0.00
FHLE-2022-02-00-22	20.616	PTS-G-2021-Lawrence Township-00022	\$1,583.40	\$0.00
FHLE-2022-02-00-23	20.616	PTS-G-2021-Haverford-00023	\$4,201.39	\$2,133.59
FHLE-2022-02-00-24	20.616	PTS-G-2021-Venango-00024	\$1,940.68	\$148.17
FHLE-2022-02-00-25	20.616	PTS-G-2021-Mt. Lebanon Twp-00025	\$3,660.19	\$3,656.62
FHLE-2022-02-00-26	20.616	PTS-G-2021-MoonTownship-00026	\$2,624.20	\$2,602.78
FHLE-2022-02-00-27	20.616	PTS-G-2021-Indiana-00027	\$750.19	\$618.23
FHLE-2022-02-00-28	20.616	PTS-G-2021-Erie-00028	\$12,196.49	\$9,170.35
FHLE-2022-02-00-29	20.616	PTS-G-2021-Lower Saucon-00029	\$882.58	\$0.00
FHLE-2022-02-00-30	20.616	PTS-G-2021-Lehigh-00030	\$2,093.50	\$2,053.67
FHLE-2022-02-00-31	20.616	PTS-G-2021-Hatfield-00031	\$4,289.86	\$2,685.60
FHLE-2022-02-00-32	20.616	PTS-G-2021-Gilpin-00032	\$1,126.15	\$0.00
FHLE-2022-02-00-33	20.616	PTS-G-2021-Montgomery Township-00033	\$2,882.01	\$1,572.18
FHLE-2022-02-00-34	20.616	PTS-G-2021-Lackawanna-00034	\$19,059.74	\$5,904.46
FHLE-2022-02-00-35	20.616	PTS-G-2021-Hermitage-00035	\$4,983.10	\$2,711.75
FHLE-2022-02-00-36	20.616	PTS-G-2021-Luzerne-00036	\$11,181.61	\$64.59
FHLE-2022-02-00-37	20.616	PTS-G-2021-Philadelphia-00037	\$243,237.84	\$184,566.40
FHLE-2022-02-00-38	20.616	PTS-G-2021-23426-00038 (Upland Boro)	\$8,952.01	\$3,407.04
FHLE-2022-02-00-39	20.616	PTS-G-2021-York-00039	\$42,545.19	\$13,116.21
FHLE-2022-02-00-40	20.616	PTS-G-2021-61204-00040 (Conewango Twp)	\$1,771.31	\$453.88





Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
FHLE-2022-02-00-41	20.616	PTS-G-2021-64431-00041 (Vandergrift Boro)	\$1,611.98	\$782.39
FHLE-2022-02-00-42	20.616	PTS-G-2021-West Norriton-00042	\$16,149.03	\$11,287.29
FHLE-2022-02-00-43	20.616	PTS-G-2021-Hopewell-00043	\$2,902.18	\$0.00
FHLE-2022-02-00-44	20.616	PTS-G-2021-S Whitehall-00044	\$38,526.16	\$9,894.90
FHLE-2022-02-00-45	20.616	PTS-G-2021-Pittsburgh-00045	\$26,796.70	\$6,753.66
FHLE-2022-02-00-46	20.616	PTS-G-2021-Towanda Boro-00046	\$631.83	\$0.00
FHLE-2022-02-00-47	20.616	PTS-G-2021-Abington-00047	\$10,747.06	\$0.00
FHLE-2022-02-00-48	20.616	PTS-G-2021-North Strabane-00048	\$2,593.40	\$144.98
FHLE-2022-02-00-49	20.616	PTS-G-2021-Upper Darby-00049	\$21,252.00	\$5,194.44
FHLE-2022-02-00-50	20.616	PTS-G-2021-Dauphin-00050	\$21,107.24	\$1,005.26
FHLE-2022-03-00-00	20.616	Nonmotorized HVE Campaign Support	\$125,000.00	\$0.00
<b>Subtotal CFDA #20.616 (\$405h)</b>			<b>\$1,461,170.36</b>	<b>\$926,820.37</b>
<b>TOTAL NHTSA</b>			<b>\$27,283,823.47</b>	<b>\$20,832,994.53</b>

