



# Fiscal Year 2024-2026 Highway Safety Plan FFY 2025 Update



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## ***Introduction***

In accordance with 23 CFR § 1300.12(b)(1), this document will serve to provide updates to the triennial Highway Safety Plan (3HSP) for Pennsylvania. The following updates will outline any necessary revisions to countermeasure strategies or adjustments to funding amounts that have been previously committed to those countermeasures. The program areas and countermeasure strategies below are presented in the same order as they appear in the original FFY 2024-2026 3HSP for Pennsylvania. These are followed by new program areas for FFY 2025 and their related countermeasure strategies.

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

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

The planned activities within this countermeasure will not be adjusted for federal fiscal year 2025 from what was previously submitted in the triennial Highway Safety Plan. As stated in the 3HSP, Pennsylvania will participate in highway safety campaigns with earned and paid media efforts and continue the Be Safe PA paid media campaign in FFY 2025. The Be Safe PA campaign is state-funded and no adjustments will be made to the funding.

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

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

The planned activity under this countermeasure is for PA's Community Traffic Safety Projects (CTSP) to deliver highway safety programming and messaging to the general public. PennDOT staff helped conduct seven Roundtable meetings in underserved communities within the first nine months of FFY 2024. We are passing out surveys at each of these meetings to gauge the issues most important to the community. As we are compiling this information statewide, we will get a better grasp on how we can improve our Behavioral Traffic Safety outreach and programming. We have also helped facilitate three Coffee with the Chief Events. The planning and execution of these events will continue throughout the year as more Community Traffic Safety Coordinators are making contacts in the local community. Here is a news article highlighting a recent Roundtable in Westmoreland County: [Article Link](#). Here is a video outlining a Coffee with the Chief Event in Northumberland County: [Video Link](#). After we have completed all engagement events in FFY 2024, we will form a group which will meet to discuss the results and consider any future actions which have not already been incorporated. There will be no adjustment to this countermeasure for FFY 2025 as the Highway Safety Office continues to foster the equity roundtables in their second year.

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

As stated in the triennial Highway Safety Plan, the planned activity under this program area is the program management within the State Highway Safety Office and the Highway Safety Program itself. This activity captures those Program Management Costs not applicable to Planning & Administration. No adjustments to what was planned in the triennial Highway Safety Plan will be made for FFY 2025.

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

As provided in the FFY 2023 Annual Report, Pennsylvania did not meet the 2019-2023 performance target for the number of fatalities involving a driver or motorcycle operator with  $\geq 0.08$  BAC. However, state crash data for 2023, revealed that the number of fatalities from impaired driving related crashes decreased five percent as compared to 2022. Decreases were seen in both drinking-driver and drugged-driver fatalities, the greater decrease of the two being drinking-drivers.

*Countermeasure Strategy: DWI Courts*

The planned activity under this countermeasure is to provide funding for county courts of common pleas to establish a DUI Treatment Court for repeat DUI offenders. No court system applied for funding in FFY 2024. There will be no adjustment to this countermeasure for FFY 2025 as we continue to encourage court systems to apply for funding to establish a DUI Treatment Court.

*Countermeasure Strategy: High Visibility and Sustained DUI Enforcement*

The planned activities under this countermeasure are to fund State and Municipal Police enforcement initiatives. There are no new task forces being added to the grant in FFY 2025, however the PA HSO is continually seeking to add additional police departments to existing task forces and expand their coverage footprints. The municipalities with more impaired driving crashes are prioritized when considering new additions. In FFY 2023, DUI Arrests under this countermeasure increased 21 percent from FFY 2022. There will be no adjustment to this countermeasure for FFY 2025 as funding is allocated per crash data.

*Countermeasure Strategy: Judicial Education*

The planned activity under this countermeasure is to provide funding for our statewide Judicial Outreach Liaison (JOL). The Judicial Outreach Liaison's main task is to educate other members of the judiciary in a peer-to-peer format and to provide trainings. In FFY 2025, our JOL will be prioritizing use of the Drug Impaired Driving Criminal Justice Evaluation Tool and assist in making updates to the CRN system where applicable and therefore no changes will be made to this countermeasure.

*Countermeasure Strategy: Law Enforcement Training*

The planned activity under this countermeasure is to facilitate training programs through the Institute of Law Enforcement Education and Statewide DUI Program Coordination through the PA DUI Association. Both the Institute of Law Enforcement Education and PA DUI Association will fill statewide training needs on crucial impaired driving topics. Using properly trained enforcement personnel enhances the likelihood of a safe and successful detail. In FFY 2025, the Pennsylvania will join 22 other states and initiate a municipal law enforcement phlebotomy program. We hope to grow this program in future years by subsequently training more municipal officers as phlebotomists. Continuing to grow the Drug Recognition Expert (DRE) program is another major initiative for FFY 2025 as well.

*Countermeasure Strategy: Prosecutor Training*

The planned activity under this countermeasure is to fund a Traffic Safety Resource Prosecutor. The Traffic Safety Resource Prosecutor will continue to provide trainings on caselaw, respond to requests from law enforcement, update the DUI Prosecutor's Manual, and utilize the Drug Impaired Driving

Criminal Justice Evaluation Tool. Additional focuses for FFY 2025 include providing additional trainings on medical marijuana to new officers and providing guidance and awareness on recreational marijuana.

***Program Area: Distracted Driving***

Description of Highway Safety Problems

Another problem witnessed on the roadways is distracted driving. Distracted driving is defined by any action that either takes a motorist’s attention away from driving, their eyes off the road, or their hands off the wheel. There were 65 distracted driver fatalities in Pennsylvania in 2023. Additionally, there were 409 distracted driver suspected serious injury crashes in Pennsylvania in 2023. However, the number of total reported distracted driving crashes in 2023 was 11,262.

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

Associated Performance Measures

<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
Distracted Driving Fatalities (State Crash Data)	2026	5 Year	57.6

Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Observational Survey (Cell Phone Use)
Educational and Outreach Programs

*Countermeasure Strategy: Observational Survey NEW for FFY 2025*

Project Safety Impacts

Conducting an observational survey of cell phone use in Pennsylvania would provide necessary data to research and understand distracted driving behavior in Pennsylvania. This will assist with developing countermeasures to address the emerging problem and potentially enhance educational and outreach opportunities.

### Linkage Between Program Areas

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

### Rationale

This countermeasure was selected to provide data that will inform countermeasures for the distracted driving safety focus area. Following a data analysis, the information can be distributed to support outreach and programming, determine locations for deployment of enforcement, and direct media campaigns.

*Planned Activity: Distracted Driving Observational Survey (Cell Phone Use While Driving)*

### Planned Activity Description

Conduct an observational survey of motorists using cell phones while driving. This survey will be conducted by a research firm that specializes in transportation and highway safety. The firm will provide PennDOT with a data analysis and final report to assist in the development of further countermeasures to address distracted driving in Pennsylvania.

### Intended Subrecipients

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

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

### Funding Sources

## ***Countermeasure Strategy: Educational and Outreach Programs NEW for FFY 2025***

### Project Safety Impacts

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

### Linkage Between Program Areas

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

### Rationale

This countermeasure was selected to support and compliment Distracted Driving efforts in the Commonwealth. The level of funding allocated to this countermeasure reflects the amount necessary to assess the current landscape of Distracted Driving in Pennsylvania and the associated development and deployment of training to support our educational outreach network.

*Planned Activity: Distracted Driving Outreach*

Planned Activity Description

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

Intended Subrecipients

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

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

Funding Sources

The \$100,000 budget for this activity will be funded under NHTSA §405(e).

***Program Area: Motorcycle Safety***

*Countermeasure Strategy: Communication Campaign (MC)*

As indicated in the FFY 2023, Pennsylvania met its 2019-2023 performance target in the motorcycle safety area and will continue to raise awareness of motorcycle safety with the Share the Road media campaign. Additionally, in FFY 2025, Pennsylvania will be hosting the State Motorcycle Safety Association 2025 Safety Conference. In an effort to train and retain motorcyclist safety training instructors, all Pennsylvania instructors will be encouraged to attend the conference this year.

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

As provided in the FFY 2023 Annual Report, Pennsylvania did not meet the 2019-2023 performance target for the number of pedestrian fatalities. Early 2024 state crash data indicates a projected 12 percent reduction in pedestrian fatalities when comparing the first quarter of 2024 to the first quarter 2023.

*Countermeasure Strategy: High Visibility Non-Motorized Enforcement*

The planned activities under this countermeasure are to fund state and local police enforcement initiatives. There are no new task forces being added to the grant in FFY 2025, however we are continually seeking to add additional police departments to existing task forces and expand their coverage footprints. The municipalities with more pedestrian crashes are prioritized when seeking new additions. In FFY 2023, Pennsylvania law enforcement officers made over 7,000 contacts under this initiative.

*Countermeasure Strategy: Educational and Outreach Programs*

The Vulnerable Road User Safety Education project will maintain current and create new pedestrian and bicycle training materials, education programs, training sessions, and assist partners such as county and local governments, MPOs/RPOs, law enforcement, and others. Tasks to be completed include providing virtual and in-person technical training assistance and collaborating with PennDOT partners such as CTSPs, PTSSs, and non-profits that work with schools. This project has just begun work in July of 2024 so there will be no change to the activities that were outlined in the FFY 2024-2026 Highway Safety Plan.

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

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The number of unrestrained fatalities decreased from 367 in 2021 to 354 in 2022. In 2023, Pennsylvania had 316 unrestrained fatalities, the lowest number to date. The planned activities for countermeasure strategies listed in the FFY 2024-2026 Highway Safety Plan under occupant protection for FFY 2025 will therefore remain unchanged.

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

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

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

In accordance with Section 1300.21(d)(4), please see the table below representing currently confirmed and tentative child passenger safety technician update and certification trainings for FFY 2025.

<b>Class</b>	<b>Location</b>	<b>Estimated Participants</b>	<b>Type</b>
1	Confirmed – Adams County	15 - 20	Certification
2	Confirmed – Allegheny County	15 - 20	Technical Update
3	Confirmed – Allegheny County	15 - 20	Technical Update
4	Confirmed – Beaver County	12 – 15	Certification



5	Confirmed – Butler County	12 – 15	Certification
6	Confirmed – Centre County	12 - 15	Certification
7	Confirmed – Centre County	25 - 30	Technical Update
8	Confirmed – Chester County	25 - 30	Technical Update
9	Confirmed – Clarion County	12 - 15	Technical Update
10	Confirmed – Cumberland County	40 – 50	Technical Update
11	Confirmed – Dauphin County	40 – 50	Technical Update
12	Confirmed – Erie County	12 – 15	Technical Update
13	Confirmed – Lackawanna County	15 - 20	Certification
14	Confirmed – Lehigh County	15 - 20	Certification
15	Confirmed – Luzerne County	15 - 20	Certification
16	Confirmed – Montgomery County	15 - 20	Certification
17	Confirmed – Union County	12 - 15	Certification
18	Confirmed – Washington County	15 - 20	Certification
19	Confirmed – Washington County	8 – 10	Renewal
20	Confirmed – Washington County	8 – 10	Renewal
21	Confirmed – Washington County	15 – 20	Technical Update
22	Confirmed – York County	12 - 15	Certification
23	Tentative – Allegheny County	15 – 20	Technical Update
24	Tentative – Bedford County	12 – 15	Certification
25	Tentative – Bedford County	20 - 25	Technical Update
26	Tentative – Berks County	15	Certification
27	Tentative – Berks County	10	Renewal
28	Tentative – Berks County	15	Technical Update
29	Tentative – Blair County	20 – 25	Technical Update
30	Tentative – Bradford County	20 - 25	Technical Update
31	Tentative – Bucks County	15 – 20	Certification
32	Tentative – Bucks County	15 – 20	Renewal

33	Tentative – Cambria County	20– 25	Technical Update
34	Tentative – Centre County	5 - 8	Renewal
35	Tentative – Chester County	15 – 20	Certification
36	Tentative – Chester County	10	Renewal
37	Tentative – Clearfield County	10 – 12	Renewal
38	Tentative – Crawford County	15 – 20	Certification
39	Tentative – Crawford County	12 – 15	Renewal
40	Tentative – Crawford County	12 – 14	Technical Update
41	Tentative – Cumberland County	15 - 20	Certification
42	Tentative – Cumberland County	8 - 10	Renewal
43	Tentative – Dauphin County	8 – 10	Renewal
44	Tentative – Delaware County	15 – 20	Certification
45	Tentative – Delaware County	15 – 20	Technical Update
46	Tentative – Elk County	12 – 15	Certification
47	Tentative – Erie County	8 – 10	Renewal
48	Tentative – Franklin County	20 - 25	Technical Update
49	Tentative – Jefferson County	10 – 12	Renewal
50	Tentative – Lackawanna County	5 – 10	Renewal
51	Tentative – Lackawanna County	25 – 30	Technical Update
52	Tentative – Lancaster County	15 – 20	Certification
53	Tentative – Lancaster County	25 – 30	Technical Update
54	Tentative – Lehigh County	15 – 20	Technical Update
55	Tentative – Luzerne County	5 - 10	Renewal
56	Tentative – Luzerne County	25 - 30	Technical Update
57	Tentative – Lycoming County	15 – 20	Certification
58	Tentative – Lycoming County	25 – 30	Technical Update
59	Tentative – McKean County	8 - 10	Technical Update
60	Tentative – Mercer County	15 – 20	Certification

61	Tentative – Mercer County	8 – 10	Renewal
62	Tentative – Mercer County	8 – 10	Technical Update
63	Tentative – Monroe County	25 – 30	Technical Update
64	Tentative – Montgomery County	8 – 10	Renewal
65	Tentative – Montgomery County	20 – 25	Technical Update
66	Tentative – Montour County	15 – 20	Technical Update
67	Tentative – Potter County	8 – 10	Renewal
68	Tentative – Union County	15 – 20	Technical Update
69	Tentative – Venango County	10 – 12	Technical Update
70	Tentative – Warren County	8 – 10	Renewal
71	Tentative – Warren County	10 – 12	Technical Update
72	Tentative – Washington County	20 – 25	Technical Update
73	Tentative – Wayne County	20 – 25	Technical Update
74	Tentative – Westmoreland County	15 – 20	Technical Update
75	Tentative – Wyoming County	15 – 20	Certification
76	Tentative – Wyoming County	25 – 30	Technical Update
77	Tentative – York County	8 – 10	Renewal
78	Tentative – York County	25 – 30	Technical Update

Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Occupant Protection Program Assessment

*Countermeasure Strategy: Occupant Protection Program Assessment NEW for FFY 2025*

Project Safety Impacts

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

### Linkage Between Program Areas

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

### Rationale

This countermeasure was selected to maintain compliance with 23 CFR 1300.21(e) which qualifies Pennsylvania for 405b funding. This funding is essential to maintain a statewide Child Passenger Safety Program and to conduct occupant protection overtime enforcement.

### *Planned Activity: Occupant Protection Program Assessment*

#### Planned Activity Description

Conduct a NHTSA facilitated Occupant Protection Program Assessment for Pennsylvania's Occupant Protection Program. The assessment is critical for maintaining compliance with the federal regulations outlined in 23 CFR 1300.21(e). Completion of this assessment will help Pennsylvania qualify for 405b funding which allows the State to maintain a statewide Child Passenger Safety Program and conduct statewide occupant protection enforcement. The outcomes of the assessment will also identify areas of improvement for Pennsylvania's Occupant Protection Program.

#### Intended Subrecipients

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

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

#### Funding Sources

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

The planned activities under this countermeasure are to fund state and local police enforcement initiatives. There are no new task forces being added to the grant in FFY 2025, however we are continually seeking to add additional police departments to existing task forces and expand their coverage footprints. The municipalities with more unbelted crashes are prioritized when seeking new additions. In FFY 2023, seat belt citations under this countermeasure increased 30 percent from FFY 2022.

#### Upcoming Enforcement Waves and Dates

Mobilization 1: Teen Seat Belt Mobilization (October 7 – October 19, 2024)

Theme – Teen Driver Laws

Mobilization 2: Thanksgiving Seat Belt Enforcement Mobilization (November 11 –

December 1, 2024)

Theme – “Operation Safe Holiday”

Mobilization 3: May “Click-it-or-Ticket” Mobilization (May 12 - June 1, 2025)

Theme – Border to Border Enforcement

Mobilization 4: Child Passenger Safety Mobilization (September 14 – September 27, 2025)

Theme – Proper Child Seat Usage

Every PSP Troop receives dedicated funding to participate in the established mobilizations in locations where there is no dedicated municipal enforcement. These full-time PSP operations cover 57.55% percent of the total 2023 unrestrained passenger vehicle occupant fatalities. The combined unrestrained passenger vehicle occupant fatalities covered by municipal and State Police equals 95.28% percent. Municipal and State Police often coordinate enforcement activities to ensure maximum geographic coverage.

Planned Police Department Coverage of 2023 Unrestrained Fatalities					
COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities	COUNTY	TARGETED DEPARTMENT	Unrestrained Fatalities
ALLEGHENY	BRENTWOOD BOROUGH	1	LANCASTER	ELIZABETHTOWN BOROUGH	1
ALLEGHENY	FINDLAY TOWNSHIP	1	LANCASTER	LANCASTER CITY	1
ALLEGHENY	HAMPTON TOWNSHIP	1	LANCASTER	MANHEIM BOROUGH	1
ALLEGHENY	MUNICIPALITY OF PENN HILLS	1	LANCASTER	MANHEIM TOWNSHIP	1
ALLEGHENY	OHIO TOWNSHIP	1	LANCASTER	NORTHERN LANCASTER COUNTY REGIONAL	2
ALLEGHENY	PITTSBURGH CITY	5	LANCASTER	NORTHWEST LANCASTER CNTY REGIONAL	1
ALLEGHENY	TOWN OF MCCANDLESS	1	LEBANON	NORTH LEBANON TOWNSHIP	2
BEAVER	HOPEWELL TOWNSHIP	1	LEHIGH	ALLENTOWN CITY	1
BERKS	AMITY TOWNSHIP	1	LEHIGH	EMMAUS BOROUGH	1
BERKS	BETHEL TOWNSHIP	1	LUZERNE	JENKINS TOWNSHIP	1
BERKS	BIRDSBORO	1	MIFFLIN	GRANVILLE TOWNSHIP	1
BERKS	CENTRAL BERKS REGIONAL	1	MIFFLIN	MIFFLIN COUNTY REGIONAL	1
BERKS	DOUGLASS TOWNSHIP	1	MONROE	POCONO MOUNTAIN REGIONAL	1
BERKS	EXETER TOWNSHIP	1	MONTGOMERY	CHELTENHAM TOWNSHIP	2
BERKS	FLEETWOOD BOROUGH	2	MONTGOMERY	DOUGLASS TOWNSHIP	1
BERKS	NORTHERN BERKS REGIONAL	1	MONTGOMERY	FRANCONIA TOWNSHIP	1
BERKS	WYOMISSING BOROUGH	1	MONTGOMERY	HORSHAM TOWNSHIP	2
BLAIR	MARTINSBURG BOROUGH	1	MONTGOMERY	LIMERICK TOWNSHIP	2
BUCKS	BUCKINGHAM TOWNSHIP	1	MONTGOMERY	NORRISTOWN BOROUGH	1
BUCKS	FALLS TOWNSHIP	1	MONTGOMERY	POTTSTOWN BOROUGH	1
BUCKS	HILLTOWN TOWNSHIP	1	MONTGOMERY	UPPER PROVIDENCE TOWNSHIP	3
BUCKS	LOWER MAKEFIELD TOWNSHIP	1	NORTHAMPTON	BETHLEHEM CITY	1
BUCKS	MIDDLETOWN TOWNSHIP	1	NORTHAMPTON	BETHLEHEM TOWNSHIP	2
BUCKS	NEW BRITAIN TOWNSHIP	1	NORTHAMPTON	UPPER NAZARETH TOWNSHIP	1
BUCKS	PENNRIDGE REGIONAL	1	NORTHUMBERLAND	MOUNT CARMEL TOWNSHIP	1
BUCKS	QUAKERTOWN BOROUGH	1	NORTHUMBERLAND	POINT TOWNSHIP	1
BUCKS	WARMINSTER TOWNSHIP	1	PHILADELPHIA	PHILADELPHIA CITY	4
BUTLER	BUTLER TOWNSHIP	1	SCHUYLKILL	WEST PENN TOWNSHIP	1
BUTLER	PENN TOWNSHIP	1	WASHINGTON	MONONGAHELA CITY	1
CARBON	MAHONING TOWNSHIP	1	WESTMORELAND	ALLEGHENY TOWNSHIP	2
CHESTER	EAST WHITELAND TOWNSHIP	1	WESTMORELAND	LIGONER VALLEY	1
CHESTER	PHOENIXVILLE BOROUGH	1	WESTMORELAND	MURRYSVILLE	1
CHESTER	SADSBURY TOWNSHIP	2	WESTMORELAND	NORTH HUNTINGDON TOWNSHIP	2
CHESTER	UWCHLAN TOWNSHIP	1	WESTMORELAND	WASHINGTON TOWNSHIP	1
CHESTER	WEST CHESTER BOROUGH	3	WYOMING	TUNKHANNOCK TOWNSHIP	1
CHESTER	WEST SADSBURY TOWNSHIP	2	YORK	HELLAM TOWNSHIP	1
COLUMBIA	BRIAR CREEK TOWNSHIP	2	YORK	NORTHERN YORK REGIONAL	1
COLUMBIA	HEMLOCK TOWNSHIP	1	YORK	YORK COUNTY REGIONAL	1
COLUMBIA	LOCUST TOWNSHIP	1	PA STATE POLICE	Troop A	18
COLUMBIA	SOUTH CENTER TOWNSHIP	1	PA STATE POLICE	Troop B	6
CUMBERLAND	CAMP HILL BOROUGH	1	PA STATE POLICE	Troop C	5
CUMBERLAND	MIDDLESEX TOWNSHIP	1	PA STATE POLICE	Troop D	13
CUMBERLAND	SILVER SPRINGS TOWNSHIP	1	PA STATE POLICE	Troop E	8
DAUPHIN	LOWER PAXTON TOWNSHIP	2	PA STATE POLICE	Troop F	20
DAUPHIN	STEELTON BOROUGH	2	PA STATE POLICE	Troop G	16
DELAWARE	CHESTER CITY	2	PA STATE POLICE	Troop H	27
DELAWARE	RADNOR TOWNSHIP	1	PA STATE POLICE	Troop J	11
DELAWARE	RIDLEY TOWNSHIP	1	PA STATE POLICE	Troop K	10
DELAWARE	SPRINGFIELD TOWNSHIP	1	PA STATE POLICE	Troop L	12
ERIE	CORRY CITY	2	PA STATE POLICE	Troop M	5
ERIE	LAWRENCE PARK TOWNSHIP	1	PA STATE POLICE	Troop N	10
LACKAWANNA	ARCHBALD BOROUGH	1	PA STATE POLICE	Troop P	12
LACKAWANNA	COVINGTON TOWNSHIP	1	PA STATE POLICE	Troop R	5
LACKAWANNA	ROARING BROOK TOWNSHIP	1	PA STATE POLICE	Troop T	5
LACKAWANNA	SCRANTON CITY	1			
2023 Unrestrained Fatalities Covered by Municipal PDs					120
2023 Unrestrained Fatalities Covered by PA State Police*					183
Total 2023 Unrestrained Fatalities Covered					303
Total 2023 Unrestrained Fatalities					318
Percent of Total Unrestrained Fatalities Coverage					95.28%
*PA State Police conduct traffic enforcement, including occupant protection enforcement, where there is no other full-time municipal enforcement. The fatality coverage is derived from these areas.					

### **Program Area: Planning & Administration**

As stated in the triennial Highway Safety Plan, the planned activity under this program area is the planning and administration of the State Highway Safety Office and the Highway Safety Program itself.

This activity captures those Planning & Administration costs not applicable to Program Management. No adjustments to what was planned in the triennial Highway Safety Plan will be made for FFY 2025.

### ***Program Area: Police Traffic Services***

As provided in the FFY 2023 Annual Report, Pennsylvania did not meet the 2019-2023 performance target for the number speeding related fatalities or distracted driving fatalities. However, state crash data revealed that 2023 had the fewest number of speeding crashes from over the past 20 years. State crash data also revealed an 18 percent reduction in distracted driving fatalities from 2022 to 2023.

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

The planned activities under this countermeasure are to fund police enforcement initiatives the Statewide LEL Program. There are no new task forces being added to the grant in FFY 2025, however we are continually seeking to add additional police departments to existing task forces and expand their coverage footprints. The municipalities with more speeding related crashes are prioritized when seeking new additions. In FFY 2023, speeding citations under this countermeasure increased 3 percent from FFY 2022. As for the Statewide LEL Program, increasing the number of financial and enforcement report reviews is a priority for FFY 2025. This will become more feasible in FFY 2025 as both Law Enforcement and our LELs become more familiar with the eGrants system. Pennsylvania does plan to participate in the July 2025 speed-related HVE mobilization planned for the I-95 and I-90 corridors.

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

The planned activity under this countermeasure is Distracted Driving Outreach. No organizations applied for this funding in FFY 2024. There will be no adjustment to this countermeasure for FFY 2025 as we continue to encourage the facilitation of a Distracted Driving Outreach Program. Pennsylvania recently approved a hands-free cell phone law. Promotion of the new law will be a priority of the PennDOT Press Office, our Community Traffic Safety Partners, and a major topic of the outreach conducted under this countermeasure. In FFY 2025, this project will be funded with Section 405(e) funding.

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

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

***Planned Activity: EMS Response Time NEW for FFY 2025***

#### **Planned Activity Description**

The Department will develop a process for an EMS response time map for Pennsylvania's roadway network. This is a holistic approach to the 4 E's of safety: Engineering, Education, Enforcement, and EMS. This project will focus on the effectiveness of the fourth "E", EMS, in crashes due to prolonged emergency responses. The project will develop a process for identifying locations that have a response time longer than 15 minutes. After 15 minutes, it is unlikely that emergency medical services would make a difference in reducing a crash from a fatality or serious injury to a less serious injury. Strategies will then be developed based on the other E's of safety, like Engineering and Education, to address the issues discovered through the analysis of the data.

Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Operations.

Funding Sources

***Program Area: Preventing Roadside Deaths NEW for FFY 2025***

Description of Highway Safety Problems

From 2018 to 2022, Pennsylvania has averaged nearly 120 shoulder-related crashes each year. During this same timeframe there were 38 Serious Injuries and 9 Fatalities in shoulder related crashes. The problem is especially dangerous for first responders who are the most vulnerable due to their exposure responding to traffic incidents. While Pennsylvania already conducts awareness efforts aimed at promoting the Move Over Law, we would like to expand our outreach capabilities, gather more reliable data, and find more effective solutions to Preventing Roadside Deaths. It is hoped this additional awareness will result in a reduction of fatalities and serious injuries.

Mobile work zones are some of the most dangerous work zones and most difficult to message given that they are constantly moving. In the last 5 years, PennDOT has experienced 39 collisions related to mobile work zones, resulting in 1 fatality and 7 injuries to workers, as well as damage to 26 equipment units, totaling \$1.7M in damages.

Associated Performance Measures

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

Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Emerging Issues

*Countermeasure Strategy: Emerging Issues*

Project Safety Impacts

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



### Linkage Between Program Areas

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

### Rationale

This countermeasure was selected in support of the qualification criteria under §1300.27 and to bolster statewide efforts to reduce work zone crashes and fatalities. The alerts will provide real time roadside activity updates to align with the State's messaging to reduce crashes and fatalities in work zones.

### Evidence of Effectiveness

CTW 2023

### *Planned Activity: Digital Alert Technology Deployment*

#### Planned Activity Description

Funds would be used to expand and create technology that will alert motorists of the presence and location of mobile work zones and other roadside responder activities. The alerts will be deployed through PennDOT's 511PA alert app, Waze, and other traffic alert applications. After the technology has demonstrated success, it would be made available to other traffic incident management partners such as law enforcement, EMS, and contracted freeway service patrols to provide protection for these responders as well. To add additional awareness, the technology would be promoted during national EMS week.

#### Intended Subrecipients

Pennsylvania Department of Transportation, Bureau of Operations.

#### Funding Sources

The \$200,000 budget for this activity will be funded under both NHTSA §405h (\$140K) and state funds (\$60K).

### ***Program Area: Driver and Officer Safety Education NEW for FFY 2025***

#### Description of Highway Safety Problems

A vehicle operator, who is suspected of committing a violation, must safely stop upon the request of law enforcement. During the ensuing traffic stop the motorist must furnish a driver's license, vehicle registration information, and financial responsibility documentation to the investigating officer. Proper protocol for both the officer and motorist helps to ensure the safety of both parties. An efficient traffic stop helps both parties return to the roadway in a shorter period of time, thus reducing crash exposure on the shoulder of the road. A motorist is permitted and encouraged to pull off the road completely if that is an option.

Often an individual’s first encounter with law enforcement is a traffic stop. Educating new and existing drivers on traffic stop procedures will enable safer and more productive encounters. It is helpful to share the perspectives of both the officer and driver to improve understanding and cooperation. There are unique and special circumstances, such as language barriers, hearing impairment, and other medical issues like autism, that restrict communication during traffic stops and are important to address.

It is also important to educate passing motorists on the Move Over Law to ensure the safety of the traffic stop and to teach all motorists, not just the vehicle being pulled over, how to respond when encountering flashing lights of a law enforcement vehicle in pursuit.

It is hoped this additional awareness will result in a better understanding of traffic safety issues and drivers’ responsibilities and lead to a reduction of fatalities and serious injuries.

Associated Performance Measures

<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
C-1) Number of traffic fatalities (FARS)*	2026	5 Year	1,123.7
C-2) Number of serious injuries in traffic crashes (State crash data)-2023	2026	5 Year	4,502
Develop an educational outreach campaign about safe traffic stops	2025	1 Year	(1) Campaign

Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Educational and Outreach Programs

*Countermeasure Strategy: Educational and Outreach Programs*

Project Safety Impacts

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

Linkage Between Program Areas

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

### Rationale

This countermeasure was selected to support and promote the Commonwealth's traffic safety outreach. Establishing education and outreach programs across the Commonwealth provides the State Highway Safety Office with the appropriate level of support to link statewide and localized program planning.

### *Planned Activity: Driver and Officer Safety Educational and Outreach Programs*

#### Planned Activity Description

This planned activity will include a collaborative effort between PennDOT, the Pennsylvania Departments of Health and Education, and the Pennsylvania State Police. A working group of representatives from these agencies will develop an educational outreach campaign designed to raise awareness about safe traffic stops.

The campaign will include outreach to new and existing drivers, the creation of a traffic stop 'toolkit', and a law enforcement training component. Educational programming to drivers will focus on the basic steps a motorist must take when encountering a police vehicle with flashing lights. These steps will include finding a safe location to pull over that is out of the lane of traffic, turning off the engine, leaving hands on the steering wheel where they are in clear view, and retrieving the required documentation when asked by the officer. It's also important to limit movements, keep seatbelt fastened, and inform the officer if you are transporting a firearm. Additional education can be provided on the next steps to take after receiving the citation and the judicial process.

A literature review of existing educational materials will be conducted to explore opportunities for enhancement in addition to the development of new materials. Examples of existing public information on traffic stops can be found on page 80 of the [Pennsylvania Driver's Manual](#) and the [Ensuring Traffic Stop Safety](#) video that was created through a partnership between the State Police and Commonwealth Media Services. Both the Driver's Manual and the video will be integral pieces of our Outreach Programs moving forward. A toolkit of best practices will be developed to compliment the outreach campaign.

This effort will also include surveying drivers and law enforcement for their perspectives and common issues encountered during traffic stops. The goal is to share these perspectives towards improving understanding and empathy. Some common issues to be addressed include special circumstances, such as communication barriers caused by language differences, hearing impairment, and other medical conditions like autism.

The campaign will be developed during the fall of 2024 and implemented during the spring/summer of 2025.

#### Intended Subrecipients

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

*\*Local government means a county, municipality, city, town, township, local public authority (including any public and Indian housing agency under the United States Housing Act of 1937), council of*

*governments (whether or not incorporated as a nonprofit corporation under state law), any other regional or interstate government entity, or any agency or instrumentality of a local government.*

Funding Sources

The budget for this activity will be funded under NHTSA §405(i).