

NEW YORK STATE
HIGHWAY SAFETY STRATEGIC PLAN
FFY 2014

New York State
Governor's Traffic Safety Committee

Andrew M. Cuomo, Governor
Barbara J. Fiala, Chair

NEW YORK STATE HIGHWAY SAFETY STRATEGIC PLAN FFY 2014

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EXECUTIVE SUMMARY



INTRODUCTION

In preparing New York's FFY 2014 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. The state's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The preparation of the HSSP was guided by the uniform procedures for state highway safety grant programs established in the new surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 authorizes FFY 2014 funding for the Section 402 State and Community Highway Safety grant program and the new Section 405 National Priority Safety Program. States are required to submit a single application for these funding programs.

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), were incorporated into the FFY 2014 HSSP. Where appropriate, additional measures were established for specific program areas. A performance target for the end of calendar year 2014 was set for each of the measures.

STATEWIDE HIGHWAY SAFETY PROGRAM

The GTSC provides leadership and support for New York State's Highway Safety Program through its administration of the federal funds awarded annually to the state. The top priorities of the FFY 2014 Highway Safety Program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. The HSSP addresses the following program areas: Impaired Driving; Police Traffic Services; Motorcycle Safety; Pedestrian, Bicycle and Wheel-Sport Safety; Occupant Protection; Traffic Records; Community Traffic Safety Programs and Program Management.

In accordance with MAP-21 requirements, New York's applications for Section 405 funding are submitted as attachments to the HSSP. Certifications and supporting documentation have been provided for the following Section 405 incentive programs: Occupant Protection; State Traffic Safety Information System Improvements; Impaired Driving Countermeasures and Motorcyclist Safety.

Status of Statewide Performance Measures

The core measures that are tracked for the overall highway safety program are fatalities, serious injuries and three fatality rates. Based on the 2011 FARS data, progress was made toward the 2013 target for reducing fatalities to 1,127; in 2011, fatalities in motor vehicle crashes in New York State declined to 1,169 compared to 1,201 in 2010 and the previous three-year (2008-2010) average of 1,199. Based on the trend, a target to decrease fatalities by 5% from the 2009-2011 average of 1,176 to 1,117 was set for 2014.

Progress was also made in the core measure of serious injuries. Based on the state's final AIS data for 2011, the number of persons who received serious injuries declined by 6% between 2010 and 2011 (12,802 to 12,012). Based on this trend, the target set for 2014 was to reduce serious injuries by 4% from 12,012 in 2011 to 11,532. Updated fatality rate measures for 2011 are not yet available to assess progress and set new targets for 2014.

FATALITY AND SERIOUS INJURY MEASURES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Fatalities	1,332	1,238	1,158	1,201	1,169	1,127	1,117
<i>3-Year Moving Average</i>	<i>1,407</i>	<i>1,341</i>	<i>1,243</i>	<i>1,199</i>	<i>1,176</i>		
Serious Injuries	13,280	12,900	12,988	12,802	12,012	10,606*	11,532
Fatality Rate/100 Million VMT	0.97	0.92	0.87	0.92	N/A	0.86	
Urban Fatality Rate	0.64	0.61	0.57	0.64	N/A	0.59	
Rural Fatality Rate	1.99	1.88	1.77	1.73	N/A	1.66	

Sources: The source for all fatality measures is FARS; the source for the serious injury measure is the NYS AIS

**The preliminary 2011 number for serious injuries (11,048) was used to set the 2013 target for reducing serious injuries (10,606); the target set for 2014 was adjusted based on the final 2011 number for serious injuries (12,012).*

FFY 2014 Strategies

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of the injuries suffered. In FFY 2014, a comprehensive approach will continue to be taken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in the statewide fatality and injury measures.

IMPAIRED DRIVING

Status of Core Performance Measure

The core performance measure used to assess progress in the Impaired Driving program area is alcohol-impaired driving fatalities which are defined as drivers and motorcycle operators with a BAC of .08% or higher who are killed in crashes. Based on FARS data, the number of alcohol-impaired driving fatalities declined to 315 in 2011, exceeding the target of 326 set for 2013. Based on the trend in previous years, a target of reducing alcohol-impaired driving fatalities by 5% to 299 was set for 2014.



ALCOHOL-IMPAIRED DRIVING FATALITIES

	2007	2008	2009	2010	2011	Target 2013	Target 2014
Alcohol-Impaired Driving Fatalities	377	346	318	360	315	326	299

Source: FARS

FFY 2014 Impaired Driving Strategies

Reducing the numbers of alcohol-impaired driving fatalities and injuries on the state's roadways are the primary goals of New York's impaired driving program. The strategies that will contribute to reaching the performance targets set for FFY 2014 are: enforcement of the state's impaired driving laws, including the provision of equipment and training for law enforcement officers and strategies related to the prosecution and adjudication of DWI offenders; DWI offender treatment, monitoring and control; prevention, communications, public information and educational outreach; underage drinking and alcohol-impaired driving; drugged driving; cooperative approaches to reducing impaired driving; and research, evaluation and analytical support for New York's performance-based impaired driving program.

POLICE TRAFFIC SERVICES

Status of Core Performance Measure

The primary goal of the Police Traffic Services program is to decrease speeding-related fatalities. Based on FARS data available through 2011, speeding-related fatalities increased slightly to 338 in 2011 compared to 335 in the previous year. A decline in the number of speeding tickets issued due to competing enforcement priorities and reduced funding has likely contributed to this lack of progress. A new target to reduce speeding-related fatalities by 5% by the end of calendar year 2014 was set.

SPEEDING-RELATED FATALITIES

	2007	2008	2009	2010	2011	Target 2013	Target 2014
Speeding-Related Fatalities	417	410	371	335	338	318	321

Source: FARS

FFY 2014 Police Traffic Services Strategies

The goal of the Police Traffic Services program is to decrease crashes, fatalities and injuries resulting from unsafe driving behaviors including speeding and other aggressive driving behaviors; distracted driving, including cell phone use and texting; and failure to comply with the state's seat belt law. Traffic violations involving passing stopped school buses and commercial vehicles are also included under this program area. The strategies that will contribute to improvements in this program area are: enforcement of traffic violations; law enforcement training programs; and communications and outreach.

MOTORCYCLE SAFETY

Status of Core Performance Measures

The core performance measures used to assess progress in the Motorcycle Safety program area are motorcyclist fatalities and unhelmeted motorcyclist fatalities. Based on the 2011 FARS data, the number of motorcyclist fatalities decreased to 170 which is below the average of the previous three years, 2008-2010 (174). This reduction shows progress toward the target of 157 set for the end of calendar year 2013. The lack of a consistent pattern in this measure makes it difficult to predict whether the target of a 10% reduction by 2013 will be achieved. The target for 2014 represents a 10% reduction in the three-year average for 2009-2011 (170).

Due in large part to New York's helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small and has been on a downward trend since 2008. In 2011, 11 unhelmeted motorcyclists were killed in crashes exceeding the target of 14 set for the end of calendar year 2013. A new target to reduce unhelmeted fatalities by 25% (from 11 to 8) by 2014 would appear to be achievable based on the consistent downward trend.

MOTORCYCLIST FATALITIES AND UNHELMETED MOTORCYCLIST FATALITIES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Motorcyclist Fatalities	168	184	155	184	170	157	153
3-Year Moving Average	175	182	169	174	170		
Unhelmeted Motorcyclist Fatalities	24	36	21	16	11	14	8

Source: FARS

FFY 2014 Motorcycle Safety Strategies

The primary goals in the area of motorcycle safety are to decrease motorcyclist fatalities, unhelmeted motorcyclist fatalities and the number of motorcyclists injured. The strategies that will contribute to improvements in this program area are: the Motorcycle Rider Education and Training Program; communications and outreach; enforcement; and research, evaluation and analytical support for the performance-based Motorcycle Safety Program.

PEDESTRIAN, BICYCLE, IN-LINE SKATING, NON-MOTORIZED SCOOTER AND SKATEBOARDING SAFETY

Status of Core Performance Measures

The core outcome measure for pedestrian safety is pedestrian fatalities. Based on FARS data, the number of pedestrian fatalities in New York State declined to 303 in 2010 after increasing in each of the three previous years, 2007-2009.



The downward trend continued in 2011 when pedestrian fatalities dropped to 287, one below the target set for the end of calendar year 2013. Based on the trend, the new target set for 2014 was a 3% reduction in pedestrian fatalities from 287 in 2011 to 278.

PEDESTRIAN FATALITIES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Pedestrian Fatalities	276	297	308	303	287	288	278
<i>Source: FARS</i>							

Bicyclist fatalities are also tracked to assess the state’s progress in reducing the number of bicyclists killed in crashes with motor vehicles. Crash data from New York’s AIS indicate that bicyclist fatalities spiked to 57 in 2011, up 21 from the previous year and the highest number in the five-year period, 2007-2011. If the 2012 data show a reversal in the upward trend, the target to reduce fatalities to 37 set for the end of calendar year 2013 appears to be achievable. The new target set for 2014 is based on a 5% reduction in bicyclist fatalities from the three-year (2009-2011) average of 41.

BICYCLIST FATALITIES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Bicyclist Fatalities	50	42	29	36	57	37	35
3-Year Moving Average	47	46	40	36	41		
*Data for 2011 are preliminary <i>Source: NYS AIS</i>							

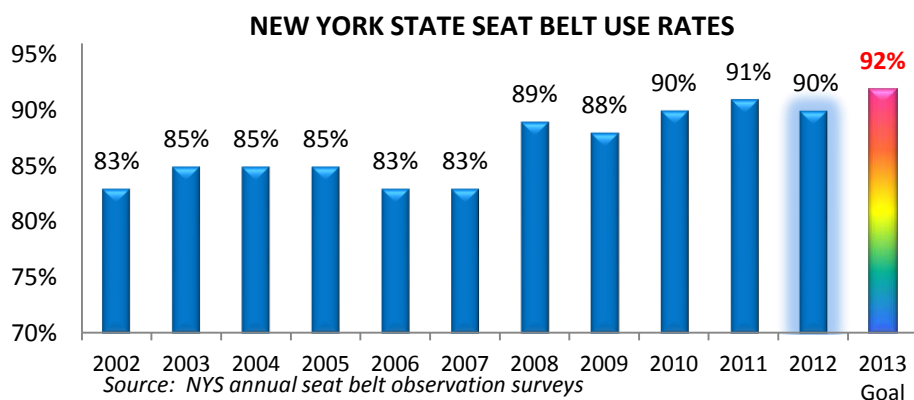
FFY 2014 Pedestrian, Bicycle and Wheel-Sport Safety Strategies

The primary goals of the pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety programs are to reduce the number of pedestrians, bicyclists and participants in other wheel sports killed and injured in crashes. The strategies that will contribute to improvements in this program area are: education, communication and outreach; community-based programs; cooperative approaches to improving pedestrian and bicycle safety; and research, evaluation and analytical support for New York’s performance-based Pedestrian, Bicycle and Wheel-Sport Safety program.

OCCUPANT PROTECTION

Status of Core Performance Measures

The core behavioral measure in the occupant protection program area is the observed seat belt use rate. In the most recent statewide observation survey of seat belt use conducted in 2012, New York’s usage rate was estimated at 90.4%, down slightly from 2011 when usage was estimated at 90.54%, indicating that no progress was made toward the target set for December 31, 2013. The lack of progress may reflect the difficulty of achieving incremental improvements once the rate reaches such a high level. As a result, the target of 92% usage has been carried over to 2014.



The second core measure for tracking progress in this program area is unrestrained passenger vehicle occupant fatalities. Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities has been on a consistent downward trend between 2007 (280) and 2011 (185), decreasing more than one-third over the five-year period and showing excellent progress toward the target of 182 set for 2013. Based on this trend through 2011, the target set for 2014 is to reduce the number of unrestrained fatalities by 5% to 176.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Unrestrained Occupant Fatalities	280	234	209	192	185	182	176

Source: FARS

FFY 2014 Occupant Protection Strategies

The primary goals of the occupant protection program are to increase the observed statewide seat belt use rate and decrease unrestrained occupant fatalities in passenger vehicles. The strategies identified for achieving these goals include high visibility seat belt enforcement; communications and outreach; and research, evaluation and analytical support for New York’s Occupant Protection Program. Strategies specific to improving child passenger safety (CPS) include: communications and outreach; recruitment and training of CPS technicians; child safety seat inspection stations; car seat check events; and child safety seat distribution and education programs.

TRAFFIC RECORDS

Status of Performance Measures

The key performance measures used to monitor progress in the Traffic Records program area focus on the timeliness of the crash and citation/adjudication data. With respect to the crash data, the performance measure is the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database. With regard to the citation and adjudication data, the performances measures are 1) the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database, and 2) the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED.



Based on data from July-December 2012, it is unlikely that any of the three performance targets set for 2013 will be met. Compared to the baseline period of July-December 2011, there were increases in 1) the mean number of days from the crash date to the date a crash report is entered into AIS (49.42 vs. 33.12 days); and 2) the mean number of days from the citation date to the date the citation is entered into TSLED (17.40 vs. 14.69 days). The improvement that occurred in the third measure, the mean number of days from the disposition date of a charge to the date the disposition is entered into TSLED (29.10 vs. 30.37 days), does not represent sufficient progress to reach the target that was set.

The lack of improvement in the crash measure is largely the result of changes in the AIS workflow protocols and procedures that were tested and implemented in 2012 which created temporary backlogs in the processing of crash reports. It is expected that the mean number of days will drop again in 2013 when all of the IT issues related to DMV's new workflow process have been successfully addressed. With regard to the TSLED tickets System, the lack of progress in the citation/adjudication measures can be attributed in large part to a reduction in the staff resources involved in the manual data entry processes; the continuation of the TraCS Electronic Crash and Ticketing System project in FFY 2014 is expected to have a positive effect on both of these measures.

FFY 2014 Traffic Records Strategies

The primary goals of the efforts undertaken in the area of traffic records are to improve the timeliness of the data entered into the state's crash and citation data bases. This will be accomplished through the following strategies: statewide coordination of traffic records improvements; electronic capture and transmittal of crash and ticket data; initiatives to improve the crash and citation/adjudication systems; improvement of roadway data systems; development and use of data linkages; use of technology to disseminate information; and research and evaluation.

COMMUNITY TRAFFIC SAFETY PROGRAMS

Status of Core Performance Measure

The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. Based on 2011 FARS data, there has been a steady downward trend in this measure since 2007. In 2011, 127 of these young drivers were involved in fatal

crashes, a greater reduction than the target of 130 set for the end of 2013. Based on the consistent trend between 2007 and 2011, the target set for 2014 is to reduce the number of drivers age 20 or younger involved in fatal crashes by 10% to 114.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES							
	2007	2008	2009	2010	2011	Target 2013	Target 2014
Drivers Under 21 Involved in Fatal Crashes	218	182	178	145	127	130	114

Source: FARS

FFY 2014 Community Traffic Safety Programs Strategies

The Community Traffic Safety Programs area focuses on local programs that address traffic safety issues identified at the community level as well as the implementation of initiatives that address statewide highway safety priorities through the local traffic safety network. The following strategies contribute to meeting these objectives: community-based highway safety programs; statewide implementation of traffic safety initiatives; statewide communications and outreach; younger driver outreach and communications; older driver outreach and communications; and outreach to minority and other special populations.

PROGRAM MANAGEMENT

The GTSC is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities, provides assistance in problem identification at the local level; and works with its partners to develop programs, public information campaigns and other activities to address the problems identified. In administering New York's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data.

In addition to the Section 402 funding program, the new surface transportation act, MAP-21, establishes the Section 405 National Priority Safety Program which provides funding in a number of specific areas. New York's applications for 405 funding in the areas of occupant protection, traffic records, impaired driving and motorcycle safety are submitted as attachments to the FFY 2014 Highway Safety Strategic Plan. Adjustments were made to the annual planning cycle to meet the new submission deadline of July 1, 2013.

FFY 2014 Program Management Strategies

The GTSC will meet the performance targets set for the management of New York's FFY 2014 highway safety program through the implementation of the following strategies: the preparation of New York's Highway Safety Strategic Plan; training opportunities; planning and administration; coordinated public information and education; highway safety presentations and workshops; and driver behavior and attitudinal surveys.

FFY 2014 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

Introduction

In preparing the FFY 2014 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) provides analytical and technical support for the planning process and works closely with GTSC on the preparation of the HSSP.

MAP-21 (Moving Ahead for Progress in the 21st Century)

The new surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) signed into law on July 6, 2012, established new uniform procedures governing the implementation of state highway safety grant programs. Two funding programs are authorized by MAP 21: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. New York's planning process and timetable for the development of the FFY 2014 Highway Safety Strategic Plan (HSSP) as well as the content have been adjusted to comply with these new requirements.

Overview of New York's Planning Process

The GTSC conducts outreach at meetings, conferences and workshops throughout the year to gain input from the traffic safety community on emerging issues and new countermeasures that should be included in the HSSP. The annual GTSC meeting, convened by the GTSC Chair, is also used as an opportunity to review priorities and the status of initiatives undertaken by the member agencies of the GTSC. At the annual meeting, representatives from each agency report on the ongoing as well as the new programs being implemented by their agencies and through partnerships with other departments. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state is incorporated into the HSSP.

The planning process also provides for several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees have the opportunity to provide input for the planning process through monitoring visits and other forms of contact with their designated GTSC representatives. In addition, the GTSC's program representatives frequently take part in local traffic safety board meetings to discuss local issues and assist with grant planning and management. The GTSC's management, fiscal and program staffs also solicit ideas for the HSSP from several organizations representing local programs that work closely with the GTSC. These organizations include the NYS Association of Traffic Safety Boards, NYS STOP-DWI Association, NYS Association of Chiefs of Police, NYS Sheriffs' Association and the Association of NYS Metropolitan Planning Organizations.

Local Agencies Program Planning Coordination and Assistance

The GTSC also provides guidance and various resources to assist local agencies in the preparation of grant applications. Program representatives are available during site visits or by telephone to work with local grantees. A number of resources are also provided through the GTSC website www.safeny.ny.gov. [These resources include](#) extensive county-specific traffic safety data compiled by ITSMR for use in problem identification and assessing the performance of local programs.

The data reports for each of the state's 62 counties and a statewide summary report are prepared annually by ITSMR and posted on the website in February for use in the preparation of grant applications for submission to the GTSC in May. The reports include the most recent three years of crash and ticket data; in addition to county-wide data on all crashes and tickets, the reports include additional tables on alcohol-related crashes, speeding-related crashes and crashes involving motorcycles. Archives of the reports going back to 2001 are maintained online, for reference. The GTSC and ITSMR staffs annually review the content of the reports to assess the usefulness of the information based on feedback from local agencies. Local grant applicants are encouraged to supplement the information contained in the County Data Reports with their own crash and ticket data.

Development of New York's Highway Safety Strategic Plan

The HSSP includes an overview of New York's statewide highway safety program and the priorities identified for FFY 2014. The following program areas are addressed in the HSSP: Impaired Driving; Police Traffic Services; Motorcycle Safety; Pedestrian, Bicycle and Wheel-Sport Safety; Occupant Protection; Traffic Records; Community Traffic Safety Programs and Program Management.

Performance Measures

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), were incorporated into the FFY 2014 HSSP. Since 2012 FARS data are not yet available, 2011 data are reported for the nine fatality measures. Final 2011 data from New York State's Accident Information System (AIS) were reported for the serious injuries core measure and for the bicycle fatality measure and other injury measures incorporated into the HSSP.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. At the time the FFY 2014 HSSP was prepared, 2011 FARS data and final 2011 AIS data were the most recent complete files available. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2012 survey was available for inclusion in the HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication (AA) systems. Final ticket data for 2011 were available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from the Suffolk County STOP-DWI program and the New York City Police Department, in addition to the TSLED system.

Data from New York's Driver's License and Vehicle Registration files and population data from the U.S. Census were also used in preparing the FFY 2014 HSSP. A final source of data is the survey of drivers conducted each year at Department of Motor Vehicle offices. These surveys are described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. A baseline driver survey was conducted at five NYS Department of Motor Vehicles offices in summer 2010. The offices were selected to provide representation from the three main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County). The survey was repeated in June 2011 and June 2012.

The survey instrument includes a total of 10 questions; information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys are conducted at each of the five DMV offices. The survey instrument used in the 2010 and 2011 included three questions on seat belt use, three on speeding and four on impaired driving. In order to collect information on the important topic of distracted driving, four questions on cell phone use and texting while driving were substituted for one question on seat belt use and impaired driving and two on speed. The results from the 2012 survey were reported in the FFY 2012 Annual Report. Survey data related to driver opinions, perceptions and reported behaviors were used in preparing the FFY 2014 HSSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's data-driven HSSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS crash data (2007-2011) to determine the trend in each of the core performance measures related to fatalities. The trend in the number of serious injuries suffered in crashes was analyzed using 2007-2011 data from New York's AIS. For the core behavioral measure, the results from the five most recent observation surveys (2008—2012) were analyzed to determine the trend in the state's seat belt use rate. A three-year moving average was calculated for each of these core measures.

The trend analyses and status of the following core performance measures are discussed in the Statewide section: Fatalities, Fatalities/100M VMT, Rural Fatalities/VMT, Urban Fatalities/VMT and Serious Injuries. The remaining eight core measures are discussed under the appropriate program area sections. Additional performance measures are established in some program areas. For example, bicycle fatalities, bicycle injuries and pedestrian injuries will be tracked to assess performance in the Pedestrian, Bicycle and Wheel-Sport Safety program area.

The next step in the problem identification process was to conduct additional data analyses to determine the characteristics and factors contributing to the crashes, fatalities and injuries related to each of the program areas addressed in the HSSP. The statewide summaries of crash data compiled annually by ITSMR for posting on the Department of Motor Vehicles website provided extensive data for these analyses including who was involved in the crashes, where and when they were occurring and the contributing factors. In addition to looking at the trends over time in the raw numbers, the primary focus of the analysis strategy was to identify which groups, locations and contributing factors were

overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. Injury data from New York's AIS were frequently included in these analyses. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York for inclusion in the HSSP using the template developed by GHSA. For each measure, the most recent five years of data were reviewed to determine the appropriate baseline for setting the target. If there was a consistent trend in the data then the most recent calendar year was used as the baseline. If there was no consistent trend, a three-year moving average was used as the baseline. The percentage change targeted for each measure was calculated based on the historical data. In every case, the target that was set was an improvement over previous performance.

Selection of Strategies

The objective of the strategy selection process is to identify countermeasures that would address the issues identified in the data-driven problem identification process and collectively would lead to improvements in highway safety and the achievement of the performance target. Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 7th edition, 2013, was consulted to identify evidence-based strategies; references to these strategies were included in the HSSP. For those strategies that cannot be justified based on crash data, a rationale for their selection was also provided.

Strategies for Programming Funds

GTSC's strategies for programming the federal funds received by New York are guided by a number of factors. One of the most important considerations is the priority assigned to the highway safety issue that is being addressed and the potential impact the strategy would have on reducing crashes, fatalities and injuries. A second factor taken into account is how the strategy contributes to a comprehensive and balanced highway safety program. A third consideration is the need to comply with federal requirements, such as requirements to maintain funding levels in specific program areas and restrictions placed on the types of activities that can be funded under certain grant programs.

Coordination of Data Collection and Information Systems

The coordination of the state's traffic records systems is facilitated through the state's Traffic Records Coordinating Council (TRCC). The TRCC's membership includes all of the New York State agencies that house and maintain data systems related to highway safety. The Deputy Director of ITSMR serves as the Traffic Safety Information Systems (TSIS) Coordinator and is responsible for preparing New York's Traffic Records Strategic Plan, organizing and facilitating meetings of the TRCC and ensuring New York's compliance with NHTSA requirements regarding state traffic records programs.

Under contract to GTSC, ITSMR also provides extensive services related to the traffic records systems housed at the NYS Department of Motor Vehicles (DMV). In addition to responding to requests for data and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file the Accident Information System (AIS). Once the annual crash file is finalized, ITSMR prepares a series of nine statewide summary reports and 62 individual county reports that are available to the public via the Internet.

In addition to providing analytical support for the performance-based HSSP administered by the GTSC, ITSMR also assists the NYS Department of Transportation's Motor Carrier Safety Assistance Program (MCSAP) with the development of the annual Commercial Vehicle Safety Plan (CVSP). ITSMR's role in both the HSSP and the CVSP ensures the uniformity of the data used in the planning documents and facilitates the adoption of consistent performance targets.

Because of ITSMR's role in the TRCC and the responsibility ITSMR has been given for preparing the final crash data file, responding to data requests on behalf of DMV and providing analytical support for the HSSP and the CVSP, ITSMR is in a position both to enhance the coordination of the state's information systems and to ensure the consistency and uniformity of the data used to support the state's highway safety programs.

Coordination with New York's Strategic Highway Safety Plan

MAP-21 emphasizes the importance of coordinating the state's highway safety program with the programs administered by the other agencies within the U.S. Department of Transportation (USDOT) through the state's Strategic Highway Safety Plan (SHSP). Under the federal SAFETEA-LU legislation that preceded MAP-21, the NYS Department of Transportation (NYSDOT) was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's SHSP was developed through a collaborative process involving more than 150 representatives from public and private sector safety partners at the local, state and federal levels. The participation of the Federal Highway Administration, the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration and the state agencies responsible for administering the federal programs within New York State in the development of the SHSP is indicative of the long-established working relationships among the highway safety partners in New York and with their federal partners.

At the request of NYSDOT and GTSC, ITSMR assisted in the development of the SHSP by providing the data used for the identification of emphasis areas and the selection of performance measures and targets. Because the overall measure for assessing the performance of the SHSO, as well as the measures selected for several of the emphasis areas were also used in the HSSP, consistent targets were set for those measures that were common to both plans. The most recent update to the SHSP was released in 2010.

In spring 2013, NYSDOT held two meetings with representatives from NHTSA, FHWA, FMCSA, GTSC and ITSMR to discuss the coordination of the planning documents prepared for the various safety programs administered by the USDOT including the need for consistent performance measures and targets across the safety plans. Discussions regarding the coordination of the planning documents and the preparation of the Strategic Highway Safety Plan will continue in fall 2013.

Format of the Plan

The FFY 2014 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide motor vehicle crash, fatality, and injury measures. The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Specific findings of the problem identification process with the pertinent documentation are presented and performance goals are established with measures to assess progress. Each program area description also includes strategies for achieving the goals of the individual traffic safety area which will ultimately contribute to attaining the goals of the statewide highway safety program.

**NEW YORK STATE
FFY 2014 HIGHWAY SAFETY STRATEGIC PLAN
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2006	2007	2008	2009	2010	2011	Goal 2014
C1	Number of Fatalities <i>3-Year Moving Average</i>	1,454 <i>1,461</i>	1,332 <i>1,407</i>	1,238 <i>1,341</i>	1,158 <i>1,243</i>	1,201 <i>1,199</i>	1,169 <i>1,176</i>	1,117
C2	Number of Serious Injuries <i>3-Year Moving Average</i>	13,174 <i>13,604</i>	13,280 <i>13,367</i>	12,900 <i>13,118</i>	12,988 <i>13,056</i>	12,802 <i>12,897</i>	12,012 <i>12,601</i>	11,532
C3	Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	1.03 <i>1.05</i>	0.97 <i>1.01</i>	0.92 <i>0.97</i>	0.87 <i>0.92</i>	0.92 <i>0.90</i>	NA*	0.86
	Rural Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	1.80 <i>1.64</i>	1.99 <i>1.82</i>	1.88 <i>1.89</i>	1.77 <i>1.88</i>	1.73 <i>1.79</i>	NA*	1.66
	Urban Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	0.79 <i>0.85</i>	0.64 <i>0.75</i>	0.61 <i>0.68</i>	0.57 <i>0.61</i>	0.64 <i>0.61</i>	NA*	0.59
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities <i>3-Year Moving Average</i>	369 <i>348</i>	280 <i>326</i>	234 <i>294</i>	209 <i>241</i>	192 <i>212</i>	185 <i>195</i>	176
C5	Number of Alcohol-Impaired Driving Fatalities <i>3-Year Moving Average</i>	433 <i>415</i>	377 <i>409</i>	346 <i>385</i>	318 <i>347</i>	360 <i>341</i>	315 <i>331</i>	299
C6	Number of Speeding-Related Fatalities <i>3-Year Moving Average</i>	449 <i>457</i>	417 <i>441</i>	410 <i>425</i>	371 <i>399</i>	335 <i>372</i>	338 <i>348</i>	321
C7	Number of Motorcyclist Fatalities <i>3-Year Moving Average</i>	194 <i>169</i>	168 <i>175</i>	184 <i>182</i>	155 <i>169</i>	184 <i>174</i>	170 <i>170</i>	153
C8	Number of Unhelmeted Motorcyclist Fatalities <i>3-Year Moving Average</i>	26 <i>24</i>	24 <i>26</i>	36 <i>29</i>	21 <i>27</i>	16 <i>24</i>	11 <i>16</i>	8
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes <i>3-Year Moving Average</i>	226 <i>231</i>	218 <i>218</i>	182 <i>209</i>	178 <i>193</i>	145 <i>168</i>	127 <i>150</i>	114
C10	Number of Pedestrian Fatalities <i>3-Year Moving Average</i>	312 <i>317</i>	276 <i>303</i>	297 <i>295</i>	308 <i>294</i>	303 <i>303</i>	287 <i>299</i>	278
B1	Observed Seat Belt Use <i>3-Year Moving Average</i>	2007	2008	2009	2010	2011	2012	2014
		83% <i>84%</i>	89% <i>85%</i>	88% <i>87%</i>	90% <i>89%</i>	91% <i>90%</i>	90% <i>90%</i>	92%

*2011 FARS data are not available to update measure

Sources: FARS is the source for all of the Core Outcome Measures with the exception of Serious Injuries (C2). The source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles. New York's annual observational surveys of front seat outboard occupants in passenger vehicles are the source for the Core Behavioral Measure (B1).

STATEWIDE HIGHWAY SAFETY PROGRAM

Overview

The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal highway safety grant program awarded to New York by the National Highway Traffic Safety Administration.



Highway Safety Priorities for FFY 2014

The top priorities of the 2014 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified nine emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous driving behaviors, including impaired driving, distracted driving and speeding.

The GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2014 HSSP:

Impaired Driving

- ❖ Continue efforts to identify and implement measures to reduce alcohol impaired and drugged driving in NYS
- ❖ Continue to support the 58 STOP-DWI programs by providing program administration oversight and assistance to coordinators in developing and implementing effective local DWI countermeasures
- ❖ Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- ❖ Provide training opportunities for police officers, prosecutors and the judiciary

Police Traffic Services

- ❖ Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Police Traffic Services grants aimed at dangerous driving behaviors, especially those pertaining to speeding, distracted driving, seat belt use, running red lights and aggressive driving
- ❖ Continue to emphasize programs and efforts that address distracted driving, including enforcement of New York's cell phone and texting laws

- ❖ Encourage police agencies to adopt police traffic services as an everyday priority using the “traffic enforcement is law enforcement” approach and further expand the DDACTS (Data Driven Approaches to Crime and Safety) model
- ❖ Continue to support efforts to address drowsy driving awareness
- ❖ Expand existing PTS efforts to include a focus on commercial motor vehicle drivers and motorcycle operators who engage in dangerous driving behaviors
- ❖ Continue opportunities to partner with federal, state and local agencies to improve commercial vehicle safety efforts

Motorcycle Safety

- ❖ Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment and encourage proper license endorsement by operators
- ❖ Support efforts to promote Share-the-Road messages and outreach programs to enhance driver awareness of motorcyclists
- ❖ Provide training for law enforcement agencies seeking to conduct motorcycle enforcement and educational efforts

Pedestrian & Bicycle Safety

- ❖ Continue to support efforts to improve pedestrian and bicycle safety across the state, and particularly in New York City

Occupant Protection

- ❖ Continue active enforcement and related public information and education activities to increase seat belt use in New York State; incorporate expanded enforcement in the FFY 2013 Buckle Up New York program. The GTSC will continue to work with police agencies to have them adopt seat belt use policies, conduct local seat belt use surveys, raise public awareness and employ enforcement strategies including increased night-time and multi-agency details.
- ❖ Support efforts that address lower seat belt use rates among specific high risk groups, such as younger drivers and drivers from rural areas, through special enforcement and education programs
- ❖ Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high risk populations, and increasing training opportunities for technicians

Traffic Records

- ❖ Continue to support state and local police agencies in adopting technology to improve in-car traffic ticket and crash report recording and transmission, focusing heavily on successful transmissions from the New York City Police Department
- ❖ Continue to employ technology to improve traffic records systems in New York to provide better access to accurate data on the state’s drivers and roadways to assist in problem identification, program implementation and evaluation
- ❖ Continue to support improvements to the state’s traffic records systems that increase the timeliness and quality of the data

- ❖ Build on initiatives that will improve the efficiency and accuracy of the traffic records systems and increase operational efficiency by eliminating duplicative data files maintained by different agencies

Younger/Older Drivers

- ❖ Continue to support programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high risk driving behavior and general safe driving practices
- ❖ Identify and recommend driver education standards and programs that can be adopted into curricula used in New York State
- ❖ Continue initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving

Public Information & Education

- ❖ Continue to actively bring highway safety programs to diverse populations in New York State
- ❖ Continue to expand the use of PI&E to raise awareness of priority traffic safety issues and educate the public on new laws through partnerships with organizations such as the NYS Broadcaster's Association, the Outdoor Advertising Foundation and the Cable Telecommunications Association

Status of Performance Targets

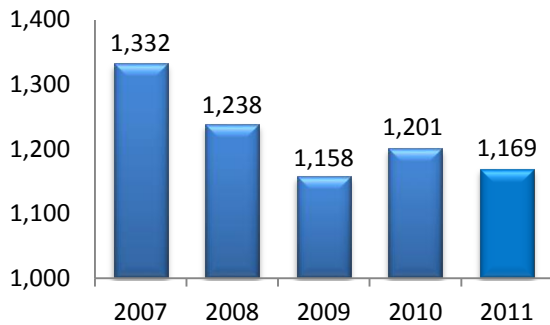
Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. The state also relies on data from New York's crash data base, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles to track serious injuries, another core outcome measure for the state's highway safety program.

The following performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To decrease traffic fatalities 6 percent from the 2008-2010 calendar base year average of 1,199 to 1,127 by December 31, 2013
- ❖ To decrease serious traffic injuries 4 percent from 11,048 in 2011 to 10,606 by December 31, 2013
- ❖ To decrease fatalities/100M VMT 4 percent from the 2008-2010 calendar base year average of 0.90 to 0.86 by December 31, 2013
- ❖ To decrease urban fatalities/100M VMT 3 percent from the 2008-2010 calendar base year average of 0.61 to 0.59 by December 31, 2013
- ❖ To decrease rural fatalities/100M VMT 4 percent from 1.73 in 2010 to 1.66 by December 31, 2013

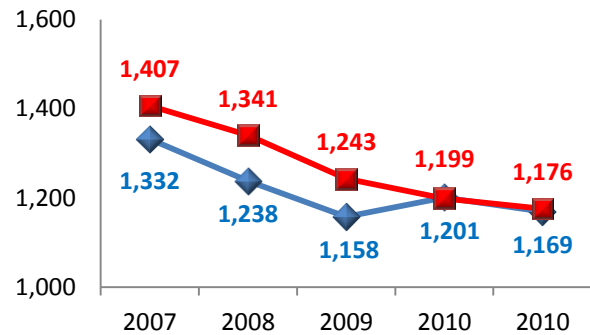
The most recent available FARS data indicate that fatalities in motor vehicle crashes in New York State declined in 2011 to 1,169 compared to 1,201 in 2010 and the previous three-year (2008-2010) average of 1,199. Based on the number of fatalities in 2011, progress has been made toward the target of 1,127 set for the end of calendar year 2013.

**FATALITIES IN
MOTOR VEHICLE CRASHES**



Source: FARS

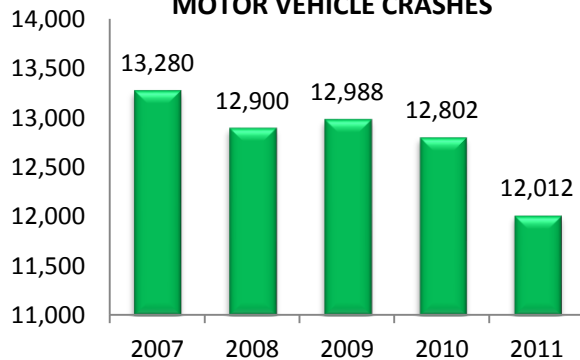
**FATALITIES AND
3-YEAR MOVING AVERAGE**



Source: FARS

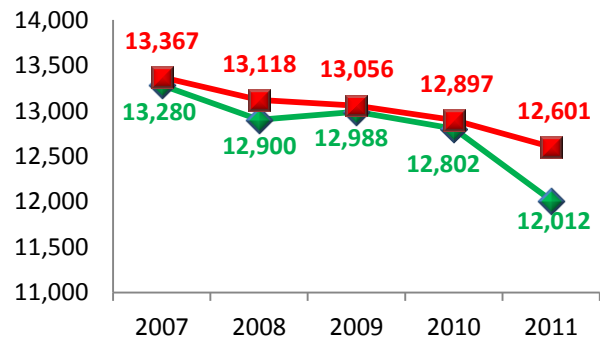
Progress was also made in the core outcome measure of serious injuries. Based on the final 2011 data now available from New York's AIS, the number of persons who received serious or "A" injuries in motor vehicle crashes dropped to 12,012 from 12,802 in 2010, a decrease of 6%. Since the performance target set in the FFY 2013 HSSP was based on preliminary 2011 data (11,048 vs. 12,012 in the final file), the target of 10,606 by December 31, 2013 may be more difficult to achieve.

**SERIOUS INJURIES IN
MOTOR VEHICLE CRASHES**



Source: NYS AIS

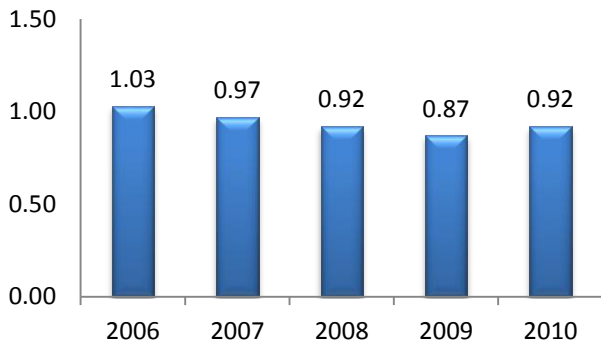
**SERIOUS INJURIES AND
3-YEAR MOVING AVERAGE**



Source: NYS AIS

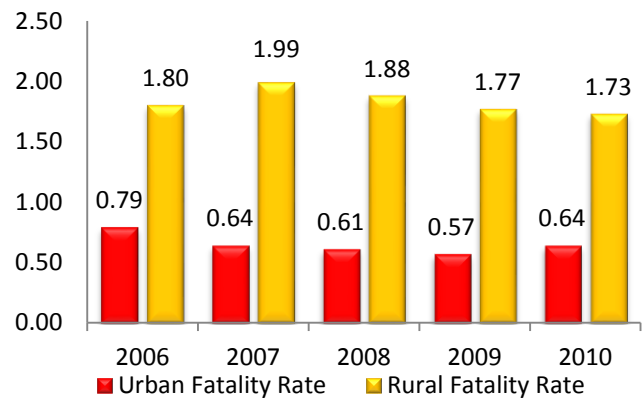
Other core measures are the statewide, urban and rural fatality rates per 100 million vehicle miles traveled (VMT). As shown in the graphs below, after a four-year downward trend (from 1.03 to 0.87), the overall fatality rate in New York increased to 0.92 fatalities per 100 million VMT in 2010. The urban fatality rate followed the same pattern, increasing to 0.64 in 2010 after declining each year from 2006 to 2009. The rural fatality rate, however, increased between 2006 and 2007 (from 1.80 to 1.99) and then decreased over the next three years reaching a rate of 1.73 fatalities per 100 million VMT in 2010. FARS data for 2011 are not yet available to update these measures.

**FATALITY RATE
PER 100 MILLION VEHICLE MILES
TRAVELED**



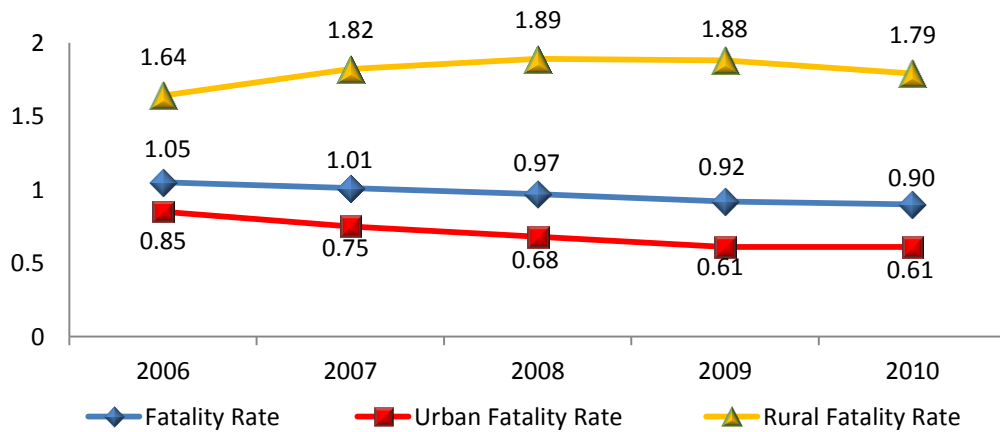
Source: FARS

**URBAN AND RURAL FATALITY RATES
PER 100 MILLION VEHICLE MILES
TRAVELED**



Source: FARS

**TOTAL, URBAN AND RURAL FATALITY RATES
PER 100 MILLION VEHICLE MILES TRAVELED
3-YEAR MOVING AVERAGES**



Source: FARS

FFY 2014 Performance Targets

- ❖ To decrease traffic fatalities 5 percent from the 2009-2011 calendar year average of 1,176 to 1,117 by December 31, 2014
- ❖ To decrease serious traffic injuries 4 percent from 12,012 in 2011 to 11,532 by December 31, 2014
- ❖ To decrease fatalities/100M VMT 4 percent from the 2008-2010 calendar base year average of 0.90 to 0.86 by December 31, 2013 (unable to be updated at this time)
- ❖ To decrease urban fatalities/100M VMT 3 percent from the 2008-2010 calendar base year average of 0.61 to 0.59 by December 31, 2013 (unable to be updated at this time)
- ❖ To decrease rural fatalities/100M VMT 4 percent from 1.73 in 2010 to 1.66 by December 31, 2013 (unable to be updated at this time)

FFY 2014 Performance Measures

- ❖ Number of traffic fatalities
- ❖ Number of serious injuries
- ❖ Fatalities/100M VMT
- ❖ Urban fatalities/100M VMT
- ❖ Rural fatalities/100M VMT

IMPAIRED DRIVING

Overview

For more than three decades, New York has been a national leader in reducing crashes, fatalities and injuries resulting from alcohol and drug impaired driving. At the core of the state's well-established comprehensive system for addressing impaired driving is a set of strict laws which are supported by effective enforcement, prosecution, adjudication and offender programs.



The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's impaired driving program. The estimated highway safety funds budgeted for each impaired driving strategy are presented in the table on page 23.

The funds and other resources GTSC invests to reduce impaired driving are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in combating impaired driving, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- New York's STOP DWI program
- The New York State agencies comprising the Governor's Traffic Safety Committee, including the Departments of Motor Vehicles (DMV) and Health (DOH), the State Police, the Division of Criminal Justice Services (DCJS) and its Office of Probation and Correctional Alternatives (OPCA), the State Liquor Authority (SLA) and its Alcohol Beverage Control (ABC) Board, the Office of Court Administration, the Thruway Authority, the Office of Alcoholism and Substance Abuse Services (OASAS) and the Division of Parole
- The State Police and seven regional toxicology labs
- The NY Prosecutors Training Institute
- Local police agencies
- Drinking Driver Program (DDP)
- MADD, SADD

A major component of New York's efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred to fund enforcement and other impaired driving programs at the local level. Since the STOP-DWI program is self-sustaining, GTSC is able to use the federal funds received by New York to support a variety of state-level initiatives that complement the local efforts and strengthen the overall impaired driving program. As the organization responsible for the oversight of the STOP-DWI program, GTSC is also in a position to maximize the opportunities for cooperative efforts that encompass all regions of the state. In FFY 2014, the GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state level in the national impaired driving mobilizations.

In addition to state and local collaboration, an efficient and effective impaired driving program also requires coordination and cooperation within and across all of its components. The Advisory Council on

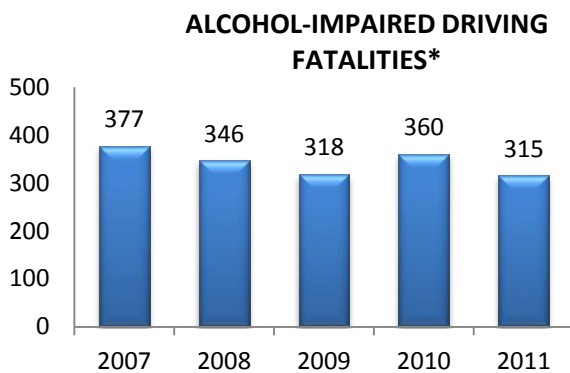
Impaired Driving was established in 2009 to provide a formal mechanism for discussing and investigating solutions to issues affecting the state’s multi-component impaired driving system.

Status of Performance Targets

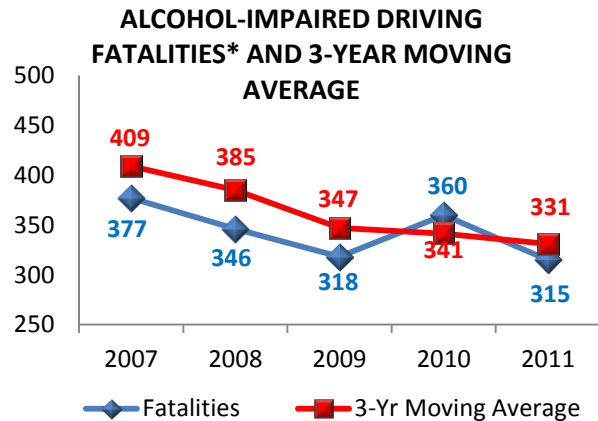
The core outcome measure used to monitor progress in this area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above. New York also tracks the number of persons injured in alcohol-related crashes using data from the state’s Accident Information System (AIS). The following performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To decrease alcohol-impaired driving fatalities 5 percent from the 2008-2010 calendar year average of 343 to 326 by December 31, 2013
- ❖ To reduce the number of persons injured in alcohol-related crashes 5 percent from 5,447 in 2011 to 5,175 by December 31, 2013

Based on FARS data, the number of alcohol-impaired driving fatalities declined to 315 in 2011, the lowest level of the five-year period, 2007-2011, exceeding the target set for 2013. FARS 2012 data are not yet available to update this measure.



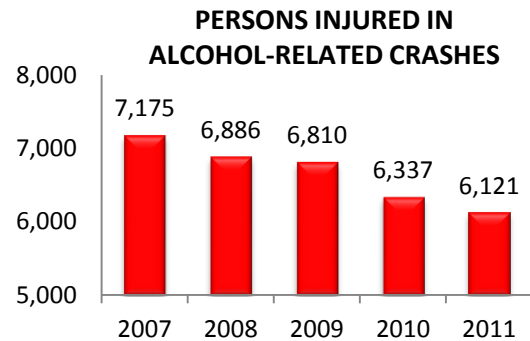
*Fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above.



*Fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above

To provide a more comprehensive picture, data from New York’s AIS are used to track the number of persons injured in alcohol-related crashes. It should be noted that New York’s methodology to determine alcohol-related crashes, fatalities and injuries differs from the methodology used by FARS.

Based on the state’s 2011 data, the number of persons injured in alcohol-related crashes has been on a consistent downward trend from 2007 to 2011. While there has been steady progress, the target of 5,175 set for 2013 will be difficult to reach. Because the baseline number used to set the target (5,447) was a preliminary count, the target that was set was overly ambitious and therefore unlikely to be achieved by the end of calendar year 2013.



Source: NYS AIS

Problem Identification

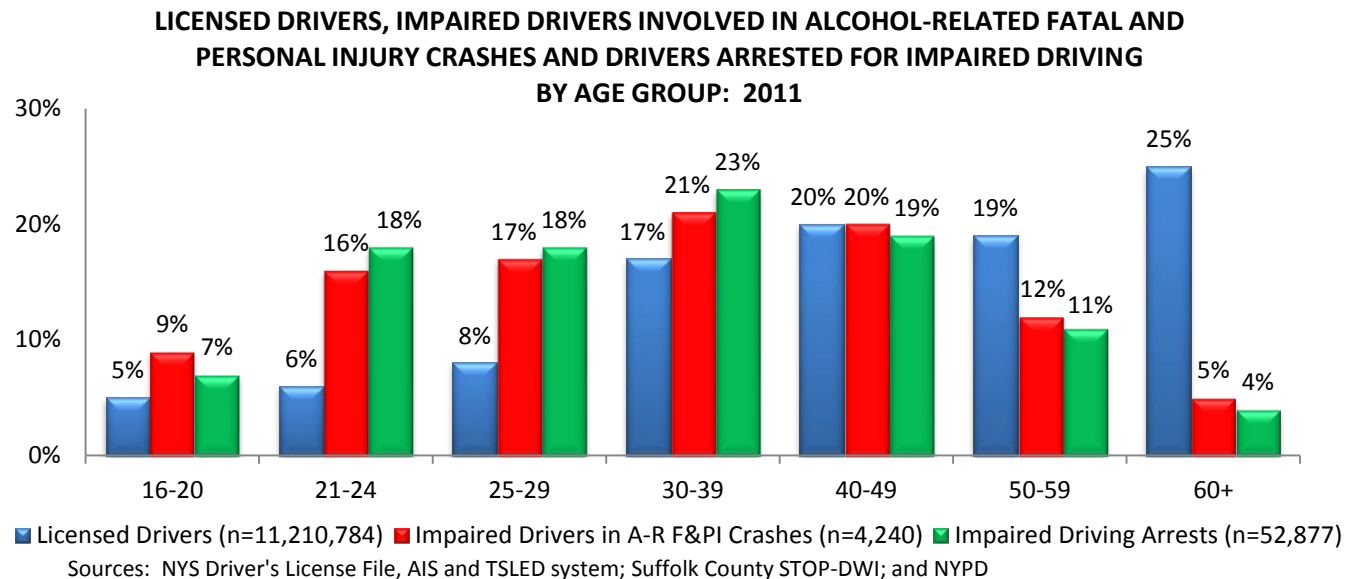
Additional data analyses were conducted to assist GTSC in setting priorities for the Impaired Driving program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Alcohol-Impaired Driving

Crash Analyses by Age

To determine which age groups of drivers were over-represented in impaired driving crashes and arrests, the proportion of drivers in alcohol-related fatal and personal injury crashes and the proportion of the impaired driving arrests attributed to each age group were compared to the proportion of licensed drivers in that age group.

In 2011, drivers under the legal drinking age of 21 represented 5% of the licensed drivers but accounted for 9% of the impaired drivers in alcohol-related fatal and personal injury crashes and 7% of the drivers arrested for impaired driving. Drivers ages 21-24 represented 6% of the licensed drivers but comprised 16% of drivers in impaired driving fatal and personal injury crashes and 18% of the drivers arrested for impaired driving. Drivers 25-29 years of age were also over-represented in impaired crashes and arrests by a factor of two.



In the driver behavior surveys conducted at DMV offices in 2010-2012, drivers 21-24 years of age were the most likely to say that they had driven within two hours after drinking at least once in the past 30 days (20%). Ten percent of the drivers who said they had driven after drinking at least once in the past 30 days were underage (16-20 years of age).

Alcohol use among teens continues to be a serious problem. According to the Centers for Disease Control and Prevention (NCHS Data Brief, #37, May 2010), motor vehicle crashes are the leading cause of death among teenagers, representing more than one-third of all deaths. Furthermore, as reported on the TeenDrugAbuse.us website, sponsored by Teen Help LLC, the rate of fatal crashes among alcohol-

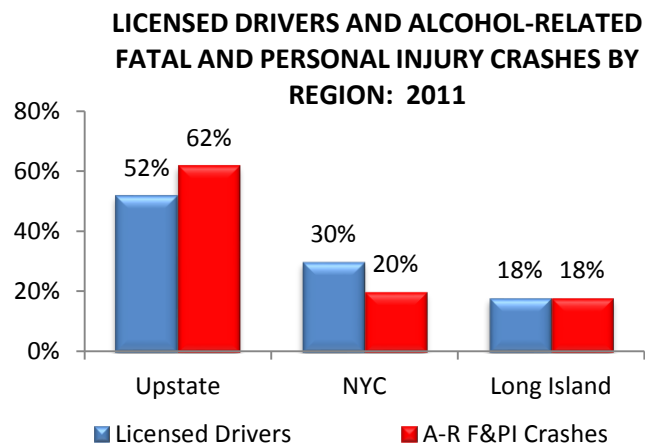
involved drivers between the ages of 16 and 20 is more than twice the rate for alcohol-involved drivers ages 21 and over. Analyses of New York’s crash data support these findings, showing that young drivers are over-represented in impaired driving crashes.

Crash Analyses by Location

The majority (62%) of the alcohol-related fatal and personal injury crashes occurred in the Upstate region, 20% in New York City, and 18% in Nassau and Suffolk counties on Long Island.

Compared to the proportion of licensed drivers in each region, the Upstate region was overrepresented in alcohol-related crashes and New York City was underrepresented.

The five counties in New York State where the largest proportions of alcohol-related fatal and personal injury crashes occurred in 2011 were: Suffolk (11%); Nassau (7%); Erie (6%); Monroe (6%); Westchester (6%).

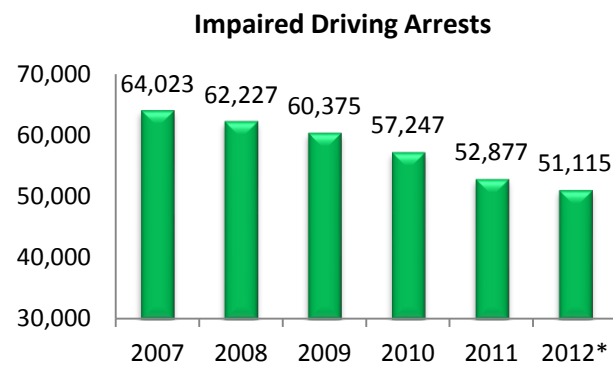


Sources: NYS Driver's License File and AIS

Analyses of Impaired Driving Arrests

Impaired driving arrests have been on a consistent downward trend in New York State. Between 2007 and 2011, the number of drivers arrested for impaired driving dropped from 64,023 to 52,877, a decrease of 17%. Preliminary data for 2012 indicate an additional decrease to 51,115.

While alcohol-related fatalities and injuries have been on a relatively consistent downward trend since 2007, it is likely that reductions in highway safety funding and competing priorities for enforcement resources have also contributed to the decline in arrests.



*Data for 2012 are preliminary
Sources: NYS TSLED system, Suffolk County STOP-DWI and

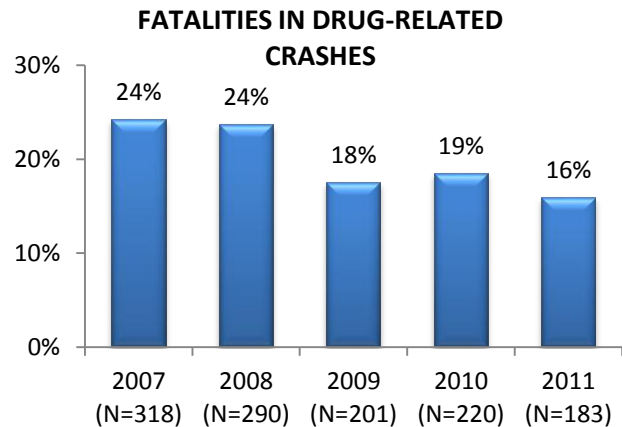
Analyses of Conviction Rates

Analyses of conviction information available in the TSLED system indicate that the conviction rate for drivers charged with drinking and driving has remained constant at 90%-91% for the past several years. Approximately half of these drivers are convicted on the original V&T 1192 charge and half are convicted on another drinking and driving charge, typically a reduction to DWAI.

Drugged Driving

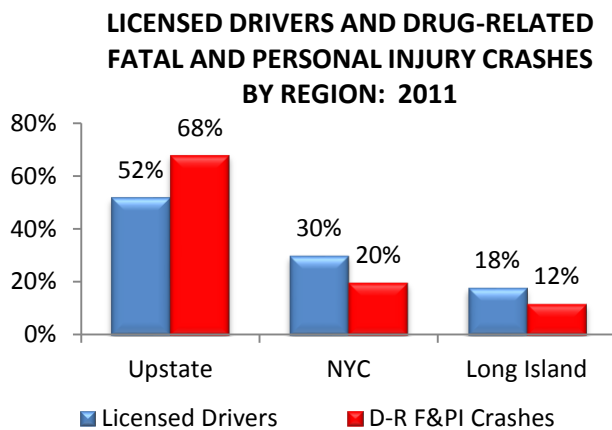
The role of drugs in crashes was examined in a recent study conducted by the Institute for Traffic Safety Management and Research (ITSMR). As a proportion of all fatalities, fatalities in drug-related crashes dropped from 24% in 2007 to 16% in 2011. While this downward trend is important, at least one out of six fatally injured drivers on New York's roadways has tested positive for drugs over the past several years.

These findings indicate the need for a better understanding of the drugs that drivers have tested positive for and the extent to which such drugs impair a person's ability to drive safely.



Source: NYS AIS

The growing concern regarding the role of over-the-counter and prescription drugs in crashes, as well as the number of drivers who may be impaired by a combination of drugs and alcohol, suggests that drug-impaired driving may be underreported and should continue to be a priority of the Impaired Driving program.



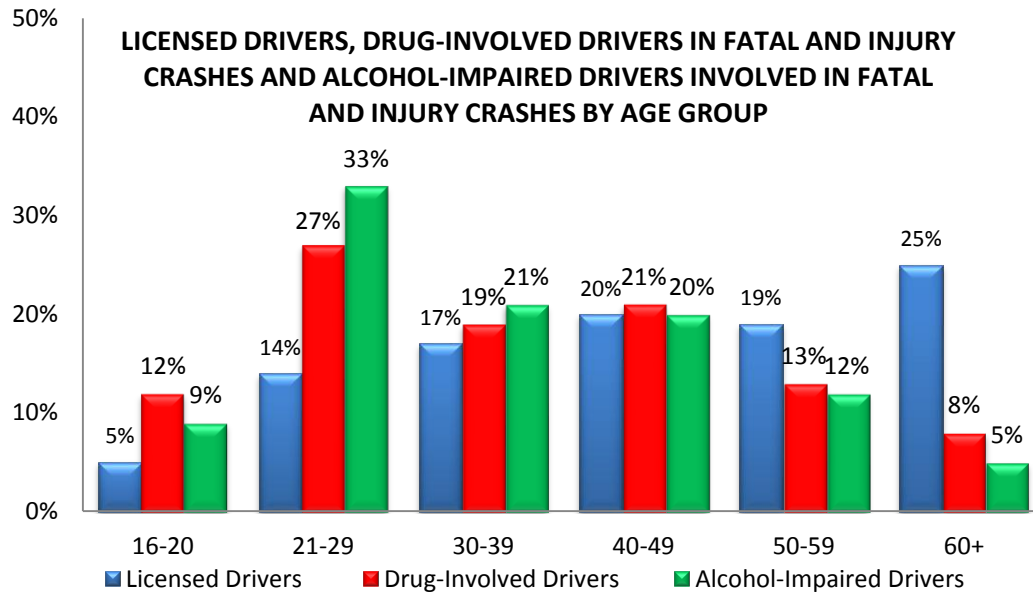
Sources: NYS Driver's License File and AIS

As is the case with alcohol-related crashes, the Upstate region is over-represented in drug-involved fatal and personal injury crashes.

Over two-thirds (68%) of the drug-related fatal and personal injury crashes occurred in the Upstate region while only 52% of the licensed drivers reside Upstate.

Over the five-year period, 2007-2011, the largest proportion of drug-involved drivers in fatal and personal injury crashes was in the 21-29 age group (27%); this age group which only makes up 14% of all licensed drivers also accounted for one-third of the alcohol-impaired drivers involved in crashes.

Drivers under 21 years of age who account for only 5% of the licensed drivers were also significantly overrepresented in drug-related crashes and to an even greater degree than their involvement in alcohol-related crashes. During the period 2007-2011, 12% of the drug-impaired drivers involved in fatal and personal injury crashes were under age 21 compared to 9% of the alcohol-impaired drivers.



FFY 2014 Performance Targets

- ❖ To decrease alcohol-impaired driving fatalities 5 percent from 315 in 2011 to 299 by December 31, 2014
- ❖ To reduce the number of persons injured in alcohol-related crashes 5 percent from 6,121 in 2011 to 5,815 by December 31, 2014

FFY 2014 Performance Measures

- ❖ Number of alcohol-impaired driving fatalities
- ❖ Number of alcohol-impaired injuries

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Impaired Driving program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for Impaired Driving grant funding are included in the complete list of proposed projects in Appendix A.

Enforcement of Impaired Driving Laws

Initiatives to increase high visibility enforcement of the impaired driving laws will continue to be supported at both the state and local levels. Generally, local DWI enforcement efforts are funded through the state's STOP-DWI program which returns a total of approximately \$20,000,000 in fine monies each year to the county STOP-DWI programs to support local initiatives. GTSC may provide

grant funding to support the development and implementation of innovative enforcement strategies by local agencies including publicized enforcement programs, such as regional saturation patrols, sobriety checkpoints, roving patrols, sting operations and organized statewide mobilizations.

The GTSC will also provide support and coordination for the state's participation in national impaired driving enforcement mobilizations. As in previous years, the national slogan will be adopted for the mobilization. Press events will be held in various locations around the state where members of law enforcement and STOP-DWI coordinators will join GTSC in publicizing the crackdown on impaired driving. To ensure that coordinated impaired driving messages are delivered throughout the state, the GTSC will provide funding for public information materials through the STOP-DWI Foundation.



The STOP-DWI coordinators will also ensure widespread participation by police agencies across the state. Specific enforcement agencies may receive funding to facilitate the coordination of enforcement events and to test innovative approaches. For example, in FFY 2012, certified Drug Recognition Experts were present at selected enforcement events. Data from the mobilizations will be compiled by the GTSC and provided to the National Highway Traffic Safety Administration (NHTSA).

Effective enforcement requires that adequate resources be available to the state's police agencies. Training programs for police officers, such as Standard Field Sobriety Test (SFST) training, enhance enforcement by increasing the knowledge and capabilities of police officers. Effective training programs, as well as innovative delivery approaches such as podcasts and roll call videos, will be funded under this strategy.

In addition to training, police officers must be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. The availability of up-to-date breath testing instruments and other new technology including expertly maintained equipment can support the police through evidence preparation and DWI arrest data reporting and is vital to an effective impaired driving enforcement program.

For supporting research, refer to the discussion of Publicized Sobriety Checkpoint Programs, pp. 1-19 and 1-20; Publicized Saturation Patrol Programs, p. 1-21; Preliminary Breath Test Devices, p. 1-22; and Integrated Enforcement, p. 1-24 in Countermeasures That Work, 7th Edition, 2013.

Prosecution and Adjudication of DWI Offenders

The GTSC will continue to support countermeasures that improve the effectiveness of the prosecution and adjudication of impaired driving offenders. These will include training to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors and judges on the techniques of handling impaired driving cases and the latest information on law enforcement practices and judicial decisions in impaired driving cases. Funding for Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons who are experienced in handling DWI cases and can provide training, education and technical support to prosecutors and other court personnel as well as law enforcement will be supported.

In addition to training for court personnel, efforts to facilitate and promote communication and the exchange of information among the courts in the state are important. Projects that implement alternative or innovative sanctions for impaired drivers, such as special court programs for convicted

alcohol and drug impaired offenders and Victim Impact Panels will also be funded. Because the successful prosecution of DWI offenders depends on the strength and quality of the evidence that is presented, projects that improve the availability and quality of evidentiary data used in the adjudication of impaired driving cases, such as toxicology reports, will also be funded.

For supporting research, refer to the discussion of innovative DWI sanctions and the use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, pp. 1-25 and 1-26 in [Countermeasures That Work](#), 7th Edition, 2013.

DWI Offender Treatment, Monitoring, Control

Countermeasures that are intended to have an impact on drivers convicted of impaired driving offenses and deter them from driving after drinking in the future are also an important component of New York's impaired driving program. Projects that assist with the successful implementation and operation of selective deterrence countermeasures or with the monitoring of convicted offenders to ensure compliance are eligible for GTSC funding under this strategy. The Department of Motor Vehicles, the Office of Alcoholism and Substance Abuse Services, and the Division of Criminal Justice Services Office of Probation and Correctional Alternatives also devote significant resources to the treatment, monitoring and control of DWI offenders.

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state's Drinking Driver Program (DDP) and its treatment referral mechanism. In addition to the fee-based services provided by the DDP programs, projects to improve the effectiveness of the program will be considered for GTSC funding. These may include the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, or program improvements such as the development and implementation of a new evidence-based curriculum.

The implementation of legislation requiring ignition interlocks for drivers convicted of alcohol-related offenses is a proven countermeasure. Effective August 2010, all drivers convicted of DWI in New York State are required to have an ignition interlock installed in any vehicle they own or operate. A strong monitoring component to determine compliance with this sanction is critical to the effectiveness of this countermeasure. Projects that support monitoring activities and other efforts to improve compliance with the law will be supported. The DCJS Office of Probation and Correctional Alternatives also expends substantial resources on the monitoring of convicted DWI offenders on probation.

For supporting research, refer to the discussions of Alcohol Interlocks, pp. 1-34 to 1-36 and DWI Offender Monitoring, p. 1-69 in [Countermeasures That Work](#), 7th Edition, 2013.

Prevention, Communications, Public Information and Educational Outreach

Countermeasures that inform the public of the dangers of impaired driving in order to prevent drinking and driving also play an important role in New York's comprehensive program. These countermeasures include statewide campaigns that use tested messaging to raise public awareness, such as the slogans and themes used in national campaigns, as well as communication and outreach activities that generate publicity for the effective execution of the proven strategy of high visibility enforcement.

In addition to statewide campaigns to raise public awareness, projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included under this strategy are projects that deliver information and education at venues popular with persons

that have been identified as high-risk for impaired driving, such as sporting events, and training for servers of alcoholic beverages at restaurants, bars and other establishments. Other educational efforts to prevent impaired driving, such as the promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

For supporting research, refer to the discussions of Mass Media Campaigns, pp. 1-44 and 1-45; Responsible Beverage Service, pp. 1-46 and 1-47; Alternative Transportation, p. 1-48 and Designated Drivers, p. 1-49 in Countermeasures That Work, 7th Edition, 2013.

Underage Drinking and Alcohol-Impaired Driving

In addition to general deterrence approaches to reduce impaired driving, countermeasures that focus on specific groups of drivers are needed. Because the data show that drivers under the legal drinking age of 21 are overrepresented in alcohol-related fatal and injury crashes, special efforts are particularly needed to address underage drinking and driving.

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2014. These include projects that focus on preventing vendors from selling alcohol to minors, such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol, such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations.

Countermeasures that address the issue of social host liability and parents and other adults who provide minors with access to alcohol will also be considered for funding under this strategy.

Enforcement efforts that focus on patrolling areas and specific locations popular with underage drinkers and the establishment of an underage tip line that the public can use to notify police where drinking by minors is observed are two evidence-based countermeasures that will be supported.



Funding will also be used for media campaigns and other public information and education activities conducted by organizations such as SADD that raise awareness of the scope and seriousness of underage drinking and driving and complement and enhance the effectiveness of the specific enforcement countermeasures that are implemented.

For supporting research, refer to the discussions of Alcohol Vendor Compliance Checks, pp. 1-55 and 1-56; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-57 and 1-58; Youth Programs, pp. 1-59 and 1-60 in Countermeasures That Work, 7th Edition, 2013.

Drugged Driving

Recent studies by the Institute for Traffic Safety Management and Research have documented that the involvement of drugs is a serious issue in fatal crashes in New York State, with one out of six fatalities (16%) being drug-related. Drivers under 30 years of age are significantly overrepresented among the drug-impaired drivers involved in fatal and personal injury crashes and for drivers under age 21, drugs and driving may be an even more serious issue than drinking and driving. In addition to impairment from illegal drug use, there is increased awareness of the dangers of mixing prescription drugs and driving.

Effective enforcement of drugged driving requires training programs that provide law enforcement with the knowledge and tools to detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction. Projects that provide training for law enforcement personnel, including the Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, will be funded under this strategy. Impaired driving enforcement efforts that integrate drugged driving enforcement into other enforcement activities by incorporating law enforcement personnel who have completed these special training courses and conducting enforcement in high-risk areas for drugged driving will be encouraged.

In addition to law enforcement, the provision of training to other professional groups is important to the successful prosecution and adjudication of drugged driving cases. Projects that provide training for prosecutors, toxicologists who provide expert testimony in court cases, and court personnel will be considered for funding. Programs to increase the sophistication of the screening process at the toxicology labs and the sharing of information from this process with the professional community can be important for detecting impairment caused by prescription, illicit and so-called designer drug use.

Projects that provide communication and outreach to the general public regarding the dangers of drugged driving, and specifically impairment resulting from prescription drug use, will also be eligible for funding. There is also a need to increase awareness and educate professionals who deal with high risk populations such as school personnel and other professionals within the state's impaired driving system including treatment professionals and probation officers.



For supporting research, refer to the discussion of Enforcement of Drugged Driving, pp. 1-63 and 1-64 in Countermeasures That Work, 7th Edition, 2013.

Cooperative Approaches to Reducing Impaired Driving

Projects that promote coordination and cooperation among all components of the impaired driving system will be supported. Included are activities such as workshops, symposia and conferences that provide training and technical assistance to highway safety program managers, law enforcement and other partners. Interagency collaborations, such as the Advisory Council on Impaired Driving, recognize the multi-disciplinary nature of the impaired driving issue and lead to more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

Justification: Strategies that promote cooperative efforts can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs.

Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Projects that support the state's comprehensive data-driven Impaired Driving program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries resulting from impaired driving requires access to the appropriate data as well as the technical capabilities to perform the analyses and interpret the results. Research and evaluation studies that

assist in the identification and documentation of impaired driving issues and the assessment of the effectiveness of the countermeasures that are implemented will be eligible for funding.

Justification: Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state's performance goals.

IMPAIRED DRIVING FFY 2014 BUDGET SUMMARY		
Strategy	Budget Amount	Source
Enforcement of Impaired Driving Laws	\$ 6,000,000	410(K8)/405d
Prosecution and Adjudication of DWI Offenders	4,000,000	410(K8)/405d
DWI Offender Treatment, Monitoring and Control	5,600,000	410(K8)/405d
Prevention, Communications, Public Information and Educational Outreach	3,600,000	410(K8)/405d
Underage Drinking and Alcohol Impaired Driving	4,400,000	410(K8)/405d
Drugged Driving	1,800,000	405d
Cooperative Approaches to Reducing Impaired Driving	400,000	405d
Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program	600,000	405d
Total 410 SAFETEA-LU	12,000,000	410(K8)
Total 405d MAP-21 Impaired Driving - Low	14,400,000	405d
Total All Funds	\$ 26,400,000	

POLICE TRAFFIC SERVICES



Overview

The Police Traffic Services program area provides for a data-driven traffic safety enforcement program to prevent traffic violations, crashes, fatalities and injuries in high risk areas. Enforcement efforts in this area focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of aggressive driving; failure to wear a seat belt; and distracted driving, in particular texting and talking on hand-held cell phones. Enforcement strategies related to impaired driving, motorcycle safety, pedestrians, bicycles and other wheel-sports are included under their respective sections in the Highway Safety Strategic Plan.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of New York's data-driven enforcement program involving police agencies at the state, county and local levels. The estimated highway safety funds budgeted for each strategy in the police traffic services program area are presented in the table on page 35.

The funds and other resources GTSC invests to reduce traffic violations and the resulting crashes, fatalities and injuries are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the state's highway safety enforcement program, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- NYS Association of Chiefs of Police
- NYS Sheriffs' Association
- New York State Police
- New York State Park Police
- County and local enforcement agencies
- NYS Division of Criminal Justice Services

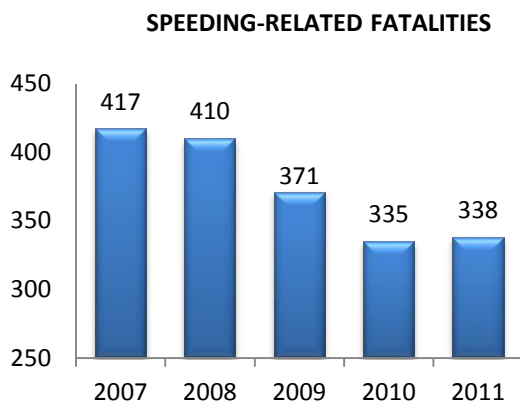
The combination of high visibility enforcement and sustained traffic safety messaging has proven to be effective in confronting dangerous driving behaviors and is an important component of the Police Traffic Services program area as well as the overall traffic safety program in New York. This enforcement model has been applied to other GTSC funded initiatives which use dedicated traffic enforcement details to address specific types of unsafe driving behaviors. To maximize the effectiveness of the strategies that are implemented, a data-driven approach must be used to identify enforcement priorities and where and when to deploy resources. This program area also encompasses training opportunities for the state's traffic enforcement community where new skills are acquired and the latest in traffic enforcement tactics are shared.

Status of Performance Target

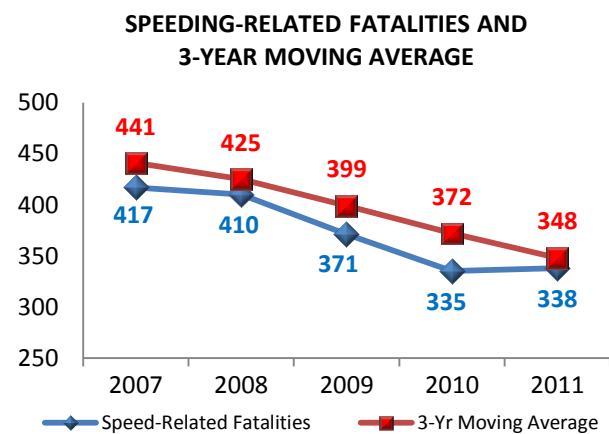
The core outcome measure for tracking progress in the Police Traffic Services program area is speeding-related fatalities in crashes. The following performance target was set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To decrease speeding-related fatalities 5 percent from 335 in 2010 to 318 by December 31, 2013

Based on 2011 FARS data, the number of speeding-related fatalities increased slightly to 338 in 2011 compared to 335 in the previous year. The drop in the number of tickets issued for speeding in 2011, and for traffic violations overall, is likely to have contributed to the lack of progress toward the goal of reducing speeding-related fatalities in 2011.



Source: FARS



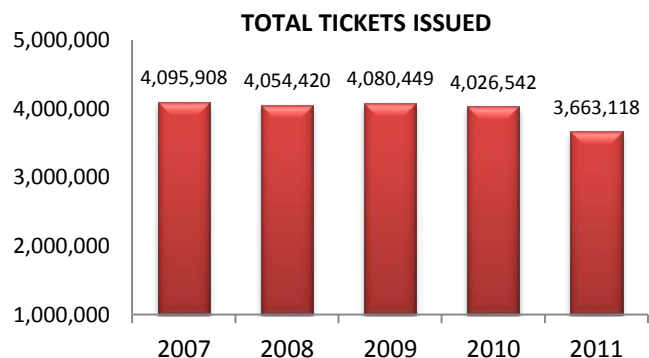
Source: FARS

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Police Traffic Services program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

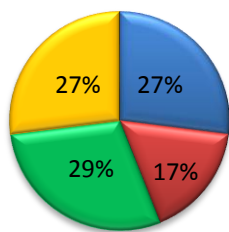
Analyses of Traffic Tickets

In order to assess the trend in enforcement activity, analyses were conducted of the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Analyses of the combined ticket data from these two systems show that approximately 4 million tickets were issued each year between 2007 and 2010. In 2011, the number of tickets issued dropped substantially to less than 3.7 million, representing a decrease of 9% from 2010.



Sources: NYS TSLED and AA systems

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY, 2011



■ State Police ■ County ■ NYPD ■ Other Local

Sources: NYS TSLED and AA systems

The decrease in enforcement activity is likely in part the result of declines in highway safety funding and other police resources.

The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2011, the State Police issued 27% of all traffic tickets; county agencies issued 17%; the New York City Police Department (NYPD) issued 29% and all other local agencies issued 27%.

Contributing Factors in Crashes

Driver Inattention/Distraction is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes. The next top factors are all related to aggressive driving; in 2011, Failure to Yield the Right-of-Way and Following Too Closely were each reported for 18% of the crashes and Unsafe Speed was reported as a contributing factor in 11%.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES

	2009 (N=121,419)	2010 (N=122,181)	2011 (N=117,652)
Driver Inattention/Distraction	19.6%	20.6%	21.4%
Failure to Yield Right-of-Way	16.0%	16.5%	17.5%
Following Too Closely	15.3%	16.2%	17.7%
Unsafe Speed	10.9%	10.5%	10.9%

*All data in this table are based on police-reported crashes
Source: NYS TSLED and Administrative Adjudication Ticket Systems

SPEEDING

Analyses of Crashes

Additional analyses of speed-related crashes were conducted using data from New York’s AIS; FARS and AIS data may not be strictly comparable due to definitional differences between the two systems. In the AIS, a speed-related crash is defined as a crash with a contributing factor of unsafe speed and/or a speeding ticket was issued to a driver involved in the crash.

While both speed-related fatal and injury crashes continued on downward trends in 2011, more than one-quarter of the fatal crashes (26%) and 11% of the personal injury crashes continue to involve speeding.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

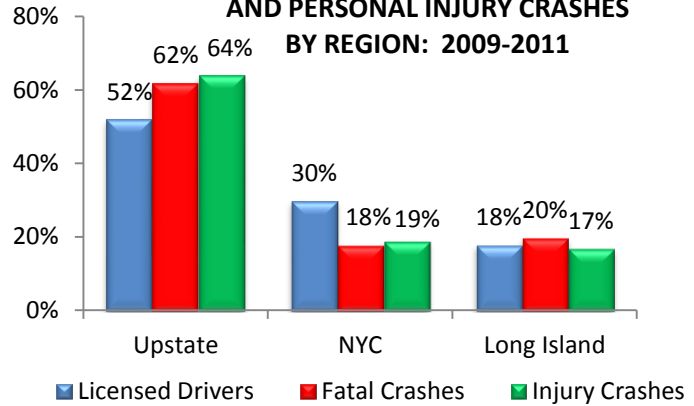
	2007	2008	2009	2010	2011
Fatal Crashes	369	379	314	289	284
% of all fatal crashes	30.3%	32.7%	29.6%	25.8%	26.4%
Injury Crashes	14,405	14,207	13,202	12,846	12,838
% of all injury crashes	11.5%	11.7%	11.0%	10.6%	11.0%

*All data in this table are based on police-reported crashes
Source: NYS AIS

Analyses by Region

The Upstate region is overrepresented in speed-related fatal (62%) and personal injury crashes (64%) when compared with the proportion of licensed drivers in the region (52%).

LICENSED DRIVERS AND SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES BY REGION: 2009-2011



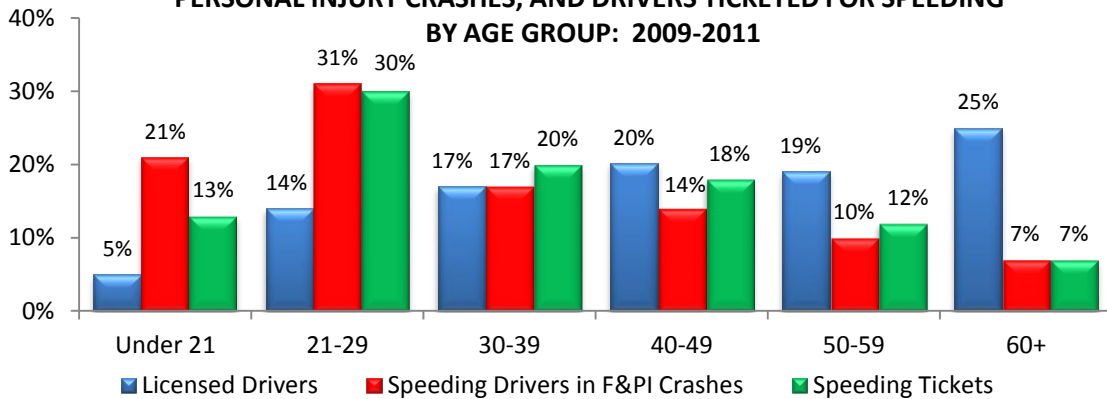
Source: NYS AIS

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be under the age of 30 (52%). Drivers 21-29 years of age are also most likely to be ticketed for speeding. Based on comparisons with the proportion of licensed drivers in the under 21 (5%) and 21-29 age groups (14%), drivers in the two youngest age groups were over-represented among the speeding drivers who were involved in crashes and the drivers who received speeding tickets.

Over the three-year period, 2009-2011, drivers under 21 years of age accounted for 21% of the speeding drivers involved in F&PI crashes and received 13% of the speeding tickets and drivers 21-29 years of age accounted for 31% of the speeding drivers involved in F&PI crashes and received 30% of the speeding tickets.

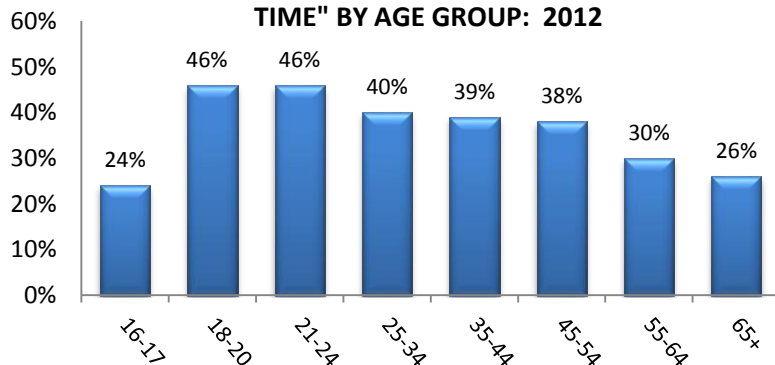
LICENSED DRIVERS AND SPEEDING DRIVERS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES, AND DRIVERS TICKETED FOR SPEEDING BY AGE GROUP: 2009-2011



Source: NYS AIS

In the 2012 Driver Behavior Survey, drivers in the 18-20 (46%) and 21-24 (46%) age groups were the most likely to say they exceed the speed limit "always" or "most of the time" with the proportion of drivers reporting that they speed declining with each subsequent age group.

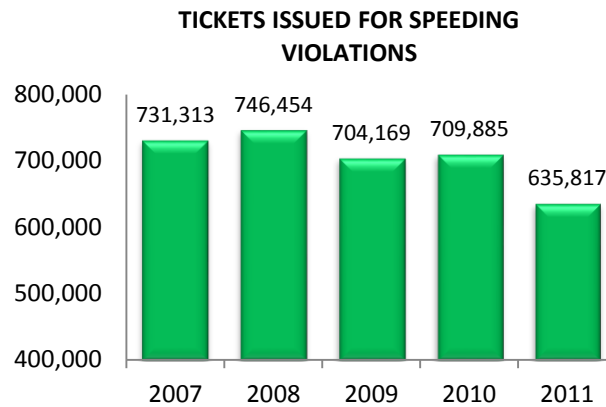
DRIVERS WHO DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP: 2012



Source: 2012 Driver Behavior Survey

Analyses of Tickets

Between 2007 and 2010, the number of tickets issued for speeding violations fluctuated between a high of 746,454 and a low of 704,169. After increasing to approximately 710,000 in 2010, the number of speeding tickets dropped to 635,817 in 2011. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources.



Sources: NYS TSLED and AA systems

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Crashes

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported as a contributing factor in less than 1% of fatal and injury crashes most likely due to underreporting. In 2011, only one fatal crash was reported to involve cell phone use, down from seven in 2010; the number of injury crashes involving cell phone use also decreased, dropping from 308 in 2010 to 288 in 2011.

FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING*

	2007	2008	2009	2010	2011
Fatal Crashes Involving Cell Phone Use	5	2	6	7	1
% of all fatal crashes	0.4%	0.2%	0.6%	0.6%	0.1%
Injury Crashes Involving Cell Phone Use	252	257	296	308	288
% of all injury crashes	0.2%	0.2%	0.2%	0.3%	0.2%
Fatal Crashes Involving Texting	NA	NA	NA	1	0
Injury Crashes Involving Texting	NA	NA	NA	1	11

*All data in this table are based on police-reported crashes
Source: NYS AIS

Analyses of Tickets

The number of tickets issued for violations of New York's cell phone law has been on a downward trend between 2010 (332,039) and 2012 (216,595). The large number of tickets in 2010 was the result of New York's participation in a national Distracted Driving Enforcement Demonstration Project based on the high visibility enforcement model. New York was one of two states selected by NHTSA to participate in this project during which more than 9,500 tickets were issued for texting and talking on hand-held cell phones while driving.

Compared to 2010, the first full year the state’s texting law was in effect, the number of tickets issued for texting violations in 2012 is nearly 10 times greater (30,132 vs. 3,248).

TICKETS ISSUED FOR VIOLATIONS OF THE CELL PHONE AND TEXTING LAWS

	2010	2011	2012*
Cell Phone Tickets	332,039	248,239	216,595
Texting Tickets	3,248	9,003	30,132

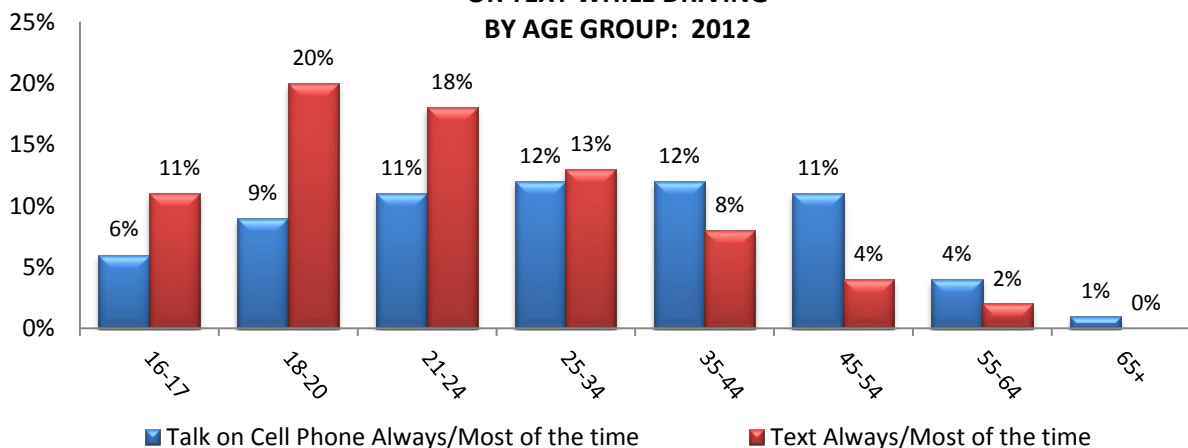
*Preliminary Data
 Source: NYS TSLED and Administrative Adjudication Ticket Systems

Driver Behavior Survey

A series of questions on cell phone use and texting were added to the Driver Behavior Survey conducted at DMV offices in 2012. The key results from the survey were:

- Approximately half (49%) of the drivers reported that they send or receive text messages while driving; 9% said that they text while driving “most of the time” or “always”.
- Nearly two-thirds (65%) said that they talk on a cell phone while driving; as was the case with texting, 9% said they talk on a cell phone while driving “most of the time” or “always”.
- Over two-thirds of the drivers (68%) thought that using a cell phone impairs a driver’s ability to drive safely “a great deal” and another quarter (26%) said a driver’s ability would be affected “somewhat”. Only 6% thought that using a cell phone while driving does “not at all” affect driving ability.
- Drivers in the 25-34 (12%) and 35-44 (12%) age groups were most likely to report that they talk on a cell phone while driving “always” or “most of the time”, followed closely by drivers 21-24 years of age (11%) and in the 45-54 age group (11%).
- The frequency of texting was highest among drivers between 18 and 24 years of age. One out of five drivers (20%) in the 18-20 age group and 18% in the 21-24 age group send or receive text messages “always” or “most of the time” while driving.

DRIVERS WHO "ALWAYS/MOST OF THE TIME" TALK ON A CELL PHONE OR TEXT WHILE DRIVING BY AGE GROUP: 2012



Source: 2012 Driver Behavior Survey

FFY 2014 Performance Target

- ❖ To decrease speeding-related fatalities 5 percent from 338 in 2011 to 321 by December 31, 2014

FFY 2014 Performance Measure

- ❖ Number of speeding-related fatalities

Strategies

New York's comprehensive plan for reducing crashes, fatalities and injuries through police enforcement of traffic includes evidence-based enforcement strategies that target persistent and emergent unsafe driving behaviors. To ensure effectiveness, a data driven approach is used to target enforcement efforts to address the high risk behaviors, locations and roadway users that require the most attention. The strategies selected for this program area are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for Police Traffic Services grant funding are included in the complete list of proposed projects in Appendix A.

Enforcement of Traffic Violations

Enforcement of violations of the state's Vehicle and Traffic Law is the basic strategy used to deter and reduce dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on the roadway. Police Traffic Services funding will continue to be provided for enforcement strategies that focus, in particular, on speeding and other aggressive driving violations and on distracted driving violations including both hand-held cell phone use and texting. Seat belt enforcement efforts, including participation in the national mobilization in May, will be funded under the Police Traffic Services program area. These enforcement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

Effective strategies include high visibility enforcement that combines saturation enforcement details and roving patrols; enforcement programs that target specific types of violations; high crash locations, times of day and other factors identified through a data driven approach; and combined enforcement that increases the efficiency and effectiveness of the resources deployed. These resources will be channeled through the law enforcement community to conduct enforcement details that focus on drivers who exhibit dangerous driving behaviors regardless of the type of vehicle they are operating.

The DDACTS model and other strategies that use data to identify high crash locations, times of day when violations are most likely to occur, and other information that will lead to more effective deployment of enforcement resources will continue to be encouraged. Police agencies should consider the different types of roadways within their community and where crashes most frequently occur. This information will be useful when scheduling enforcement details. Projects that incorporate cooperative efforts among police agencies as well as efforts that target more than one type of violation will also be supported.



Police Traffic Services (PTS)

Through the Police Traffic Services (PTS) program, GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs that will be effective in reducing the frequency of crashes in the targeted areas.

PTS grants use a variety of enforcement techniques such as stationary or moving patrols, low visibility (low profile) patrol cars for better detection and apprehension, high visibility patrol cars for prevention and deterrence and safety checkpoints.

In FFY 2014, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive and distracted driving behaviors. Occupant restraint enforcement will also be eligible for PTS funding, as well as, enforcement efforts focusing on special categories of vehicles such as commercial vehicles and school buses.

Speed Enforcement Programs

The GTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within designated areas. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public's perception of the risk of apprehension. Safety education and informational materials may also be provided in conjunction with enforcement. One example is the State Police speed enforcement program that focuses on conducting enforcement details at high crash areas on non-interstate highways. Ticket, crash and other data are used to ensure that patrols are deployed to the areas that have the most significant traffic safety problems. In addition, the coordination of high-visibility statewide enforcement initiatives will be supported.

Distracted Driving, Texting and Cell Phone Law Enforcement

Distracted driving behaviors include motorists who utilize a hand-held electronic device while operating a motor vehicle. The behavior of talking and texting on a cell phone while attempting to drive is of significant concern to the traffic safety community. Although



enforcement of New York's cell phone law is addressed largely through the PTS program, the GTSC will continue to encourage the law enforcement community to strictly enforce these laws. The GTSC will also include enforcement information about cell phones in its statewide program. Programs such as "Operation Hang-Up" conducted by the New York State Police will continue to be supported.

Commercial Vehicle Enforcement

As with other types of crashes, unsafe driving behaviors are contributing factors in the majority of crashes involving commercial vehicles. While GTSC recognizes that special training is required for even cursory checks of commercial vehicle weight, equipment, load securement and logbooks, police agencies receiving grant funding will be encouraged to enforce unsafe driving and other traffic violations committed by operators of commercial vehicles during routine enforcement details under their PTS grants. Enforcement of violations committed by drivers of other vehicles in the vicinity of commercial vehicles will also be encouraged.

Another traffic safety concern is the increase in commercial vehicle traffic associated with the gas drilling operations that use hydrofracking currently underway in neighboring Pennsylvania. The GTSC will work with its state agency partners to determine the impact that these operations are having on highway safety and the quality of life of the residents in the state's southern tier region. Local law enforcement agencies will be encouraged to examine data and other information available to determine if their jurisdictions are experiencing increased commercial vehicle traffic and related safety issues, as well as other adverse effects associated with hydrofracking operations.

Operation Safe Stop

The illegal passing of a stopped school bus is a dangerous motorist behavior which puts children at risk. To help reduce this risk, the GTSC will continue to provide support for enforcement of illegal passing violations through PTS funding.

In collaboration with law enforcement and the New York Association for Pupil Transportation, the GTSC will select one day during FFY 2014 to conduct Operation Safe Stop, a statewide traffic safety education through enforcement event. In order to increase law enforcement participation, the Operation Safe Stop event is now scheduled in the spring of each year.



Rural Traffic Enforcement

Projects that focus on effective enforcement countermeasures in rural areas of the state will continue to be considered for funding. For example, the NYS Sheriffs' Association is conducting a project that promotes the integration of the Data Driven Approach to Crime and Traffic Safety (DDACTS) model into traffic enforcement in a number of rural counties in central and western New York. The Sheriffs' offices receive funding for selective traffic enforcement efforts and are encouraged to coordinate and integrate traffic law enforcement activities with educational and engineering countermeasures to reduce the frequency and severity of crashes occurring in their counties.

For supporting research regarding evidence-based enforcement strategies, refer to the discussion of strategies to reduce aggressive driving and speeding, pp. 3-3 to 3-5; High Visibility Enforcement, pp. 3-16 to 3-18; Other Enforcement Methods, pp. 3-19 to 3-21; Integrated Enforcement, p. 1-24; and Cell Phone and Text Message Laws, pp.4-10 to 4-12 in Countermeasures That Work, 7th Edition, 2013.

Law Enforcement Training Programs

Training and other educational programs that keep law enforcement up-to-date on new laws and emerging traffic safety issues and enhance skills in the detection and enforcement of specific types of violations and vehicles will continue to be funded. These types of programs may be delivered in a number of formats including traditional classroom programs, roll call videos and podcasts. Educational opportunities such as the annual Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium will also continue to be eligible for grant support.

Examples of the training topics that have received funding include commercial vehicle awareness training for law enforcement, commercial vehicle crash investigation, older driver issues, pedestrian and bicycle safety and the graduated driver's license system and other young driver issues. Training programs that promote the Data Driven Approaches to Crime and Traffic Safety (DDACTS) enforcement

model will also be supported. This innovative and proven operational model integrates community-based collaboration with analysis of location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources. In addition to DDACTS Implementation Workshops, the NYS Sheriffs' Association conducts other training programs based on the DDACTS model including programs for traffic managers and supervisors and training to enable officers to expand the scope of traffic enforcement stops to include the detection of criminal activity.

Police officers must be equipped with the tools and equipment necessary to accurately detect traffic violations, such as radar detectors, and adequately trained in their use. For example, workshops on the operation of in-car video equipment may continue to be provided in FFY 2014.

Justification: Training programs are critical for providing police officers with the knowledge, skills and tools they need to implement enforcement strategies that will be effective in deterring traffic violations and will contribute to reductions in crashes, fatalities and injuries resulting from unsafe driving behaviors.

Communications and Outreach

The GTSC plays a major role in the coordination of enforcement efforts among police agencies at all jurisdictional levels through its Law Enforcement Liaisons (LELs) representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police. The LELs are responsible for communicating GTSC's statewide safety priorities to their enforcement networks and encouraging police agency participation in the Buckle Up New York - Click It or Ticket mobilizations, STOP-DWI Enforcement Crackdowns and many other traffic safety initiatives.

The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the ESLETS and Annual Highway Safety conferences. Support will also continue for the annual New York Law Enforcement Challenge program which stimulates traffic law enforcement, recognizes and rewards outstanding performance by law enforcement agencies, and highlights some of the best overall traffic safety programs in the state.



One of the key elements of any traffic safety program is education. In addition to enforcing New York's Vehicle and Traffic Laws, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to at-risk teen drivers. Projects that provide toolkits and other educational resources for use by police officers and other educators will be considered for funding.

For supporting research regarding the importance of communications and outreach in the deterrence and prevention of unsafe driving behaviors, see p. 1-41 in [Countermeasures That Work](#), 7th Edition, 2013. In addition to publicizing enforcement efforts to deter dangerous driving behaviors which is a proven component of effective enforcement strategies, police officers can contribute to the prevention of traffic violations by educating the motoring public on new laws and raising awareness of safe driving practices.

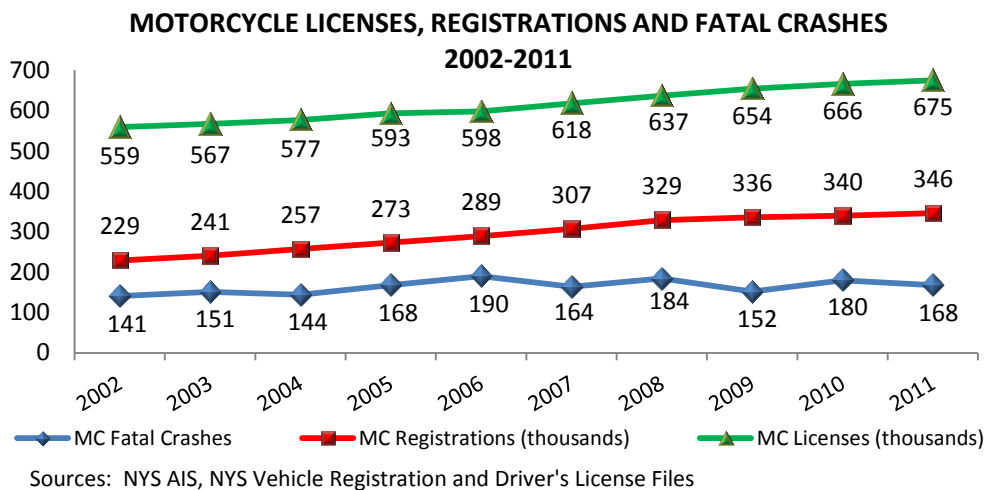
POLICE TRAFFIC SERVICES FFY 2014 BUDGET SUMMARY

Strategy	Budget Amount	Source
Enforcement of Traffic Violations	\$ 4,600,000	402/ MAP21-402
Law Enforcement Training Programs	300,000	MAP21-402
Communications and Outreach	600,000	MAP21-402
Total 402	1,200,000	402
Total MAP21-402	4,300,000	MAP21-402
Total All Funds	\$ 5,500,000	

MOTORCYCLE SAFETY

Overview

The consistent upward trend in motorcycle licenses and registrations in New York State indicates that motorcycles continue to be popular for recreation and as a form of transportation. Since 2002, the number of drivers with motorcycle licenses has increased by 21% reaching over 675,000 in 2011. During this same time period, the number of registered motorcycles has also been on a consistent upward trend with the number increasing over 50% to nearly 346,000. Unlike motorcycle licenses and registrations, motorcycle fatal crashes have not followed a consistent trend over the past decade. There were 168 fatal motorcycle crashes in New York in 2011 compared to 180 in the previous year. The influence of weather on the length of the riding season in New York each year is likely to account for some of the year-to-year fluctuations in fatal crashes.



The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's motorcycle safety program. The estimated highway safety funds budgeted for each motorcycle safety strategy are presented in the table on page 43.

The funds and other resources GTSC invests to improve motorcycle safety are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing motorcycle crashes, fatalities and injuries, the most significant source of funding, programming and in-kind support that assists in achieving the performance goals established in the HSSP is the state funding provided to the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). Other partners that contribute to the attainment of the state's performance goals include the following:

- NYS Department of Transportation
- NYS Department of Health
- New York State Police
- Local enforcement agencies
- ABATE

The MSP is a major component of New York’s comprehensive approach to address and improve motorcycle safety in the state. In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists. Nearly 200,000 motorcyclists have been trained since the program’s inception. The MSP is funded by a portion of the motorcycle license and registration fees collected by the state and disbursed through the Motorcycle Safety Fund.

Because of the concern over the vulnerability of motorcyclists who are sharing the road with much larger vehicles, New York State has developed and implemented a program that takes a comprehensive approach to encouraging and promoting motorcycle safety. One of the key components of the program is public awareness efforts that target both motorcyclists and other motorists.

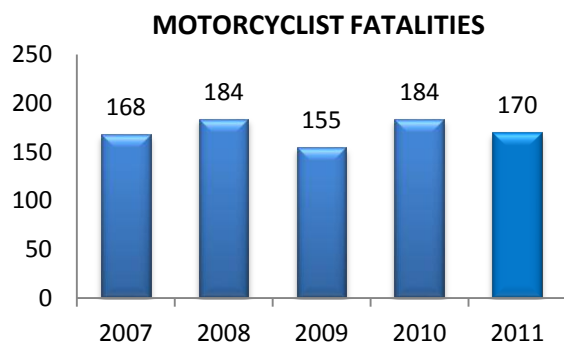
Since motorcycle helmets have been proven to be highly effective in protecting motorcyclists from suffering severe and fatal head injuries in crashes, New York’s efforts to reduce motorcyclist fatalities and injuries have benefited from the state’s universal motorcycle helmet law in place since 1967.

Status of Performance Targets

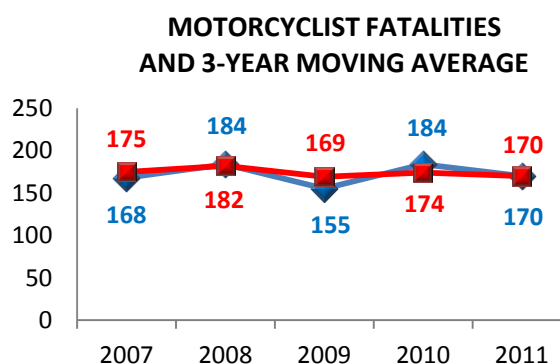
The core outcome measures for tracking progress in the motorcycle safety program area are motorcyclist fatalities, unhelmeted motorcyclist fatalities and motorcyclists injured in crashes. The following performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To decrease motorcyclist fatalities 10 percent from the 2008-2010 calendar year average of 174 to 157 by December 31, 2013
- ❖ To decrease unhelmeted motorcyclist fatalities 10 percent from 16 in 2010 to 14 by December 31, 2013
- ❖ To decrease the number of injured motorcyclists 8 percent from the 2009-2011 calendar base year average of 4,673 to 4,299 by December 31, 2013

Based on the 2011 FARS data, the number of motorcyclist fatalities decreased to 170 which is below the average of the previous three years, 2008-2010. This reduction shows progress toward the target of 157 set for the end of calendar year 2013; however, the lack of a consistent pattern in this measure makes it difficult to predict whether the target of a 10% reduction will be achieved.

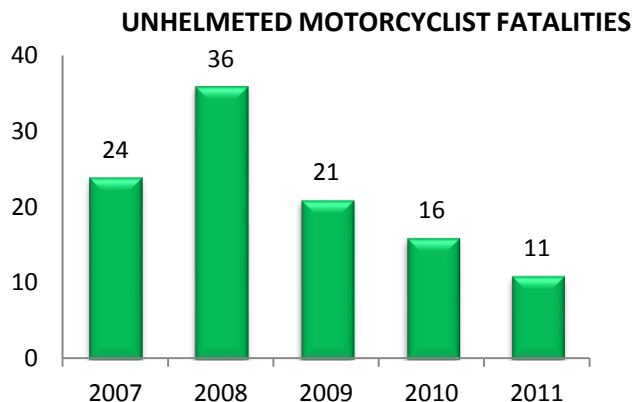


Source: FARS

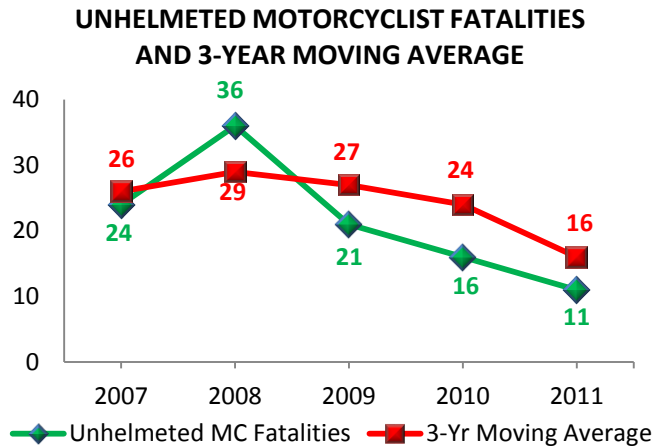


Source: FARS

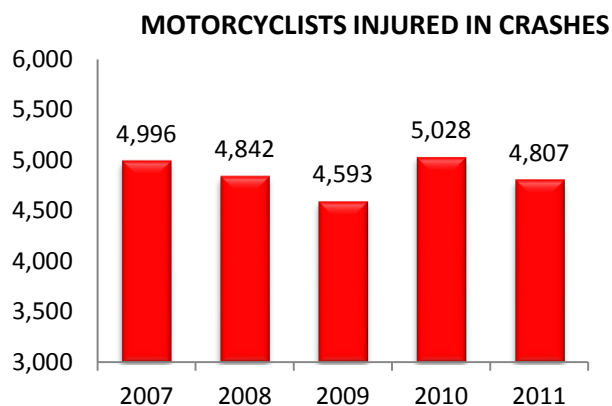
Due in large part to New York’s helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small and has been on a downward trend since 2008. In 2011, 11 unhelmeted motorcyclists were killed in crashes exceeding the target of 14 set for the end of calendar year 2013.



Source: FARS



Source: FARS



Source: NYS AIS

A third measure used by New York State to track progress in the Motorcycle Safety program area is the number of motorcyclists injured in crashes. Based on the state’s 2011 data, the number of injured motorcyclists declined to 4,807 in 2011 after increasing to 5,028 in the previous year.

While there has been progress, the target of 4,299 set for 2013 will be difficult to reach. Since the baseline number used to set the target (4,763) was based on a preliminary count of the motorcyclists injured in 2011, the target set was overly ambitious and therefore unlikely to be achieved by the end of calendar year 2013.

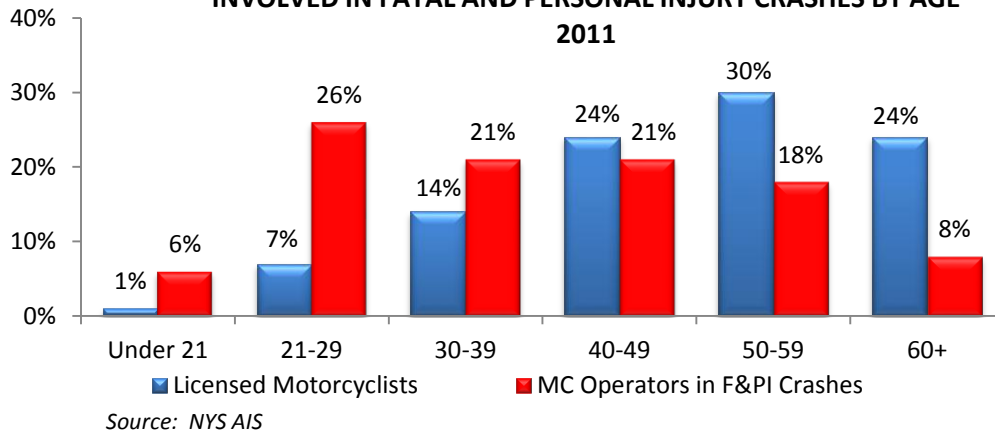
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Motorcycle Safety Driving program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Crash Analyses by Age

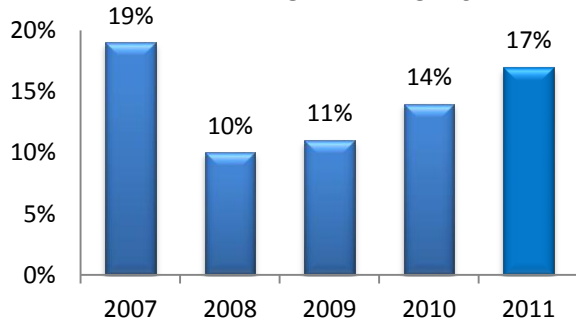
Motorcycle operators 21-29 years of age are the most overrepresented in motorcycle crashes; in 2011, 26% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 7% of the licensed motorcyclists are 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 are also overrepresented in fatal and personal injury crashes.

LICENSED MOTORCYCLISTS AND MOTORCYCLE OPERATORS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE 2011



Unlicensed Motorcycle Operation

MOTORCYCLE RIDERS INVOLVED IN FATAL CRASHES WITH NO VALID LICENSE



Between 2007 and 2008, the proportion of motorcycle riders involved in fatal crashes who were unlicensed dropped from 19% to 10%. However, since 2008, the proportion of unlicensed motorcycle riders in fatal crashes has steadily increased reaching 17% in 2011.

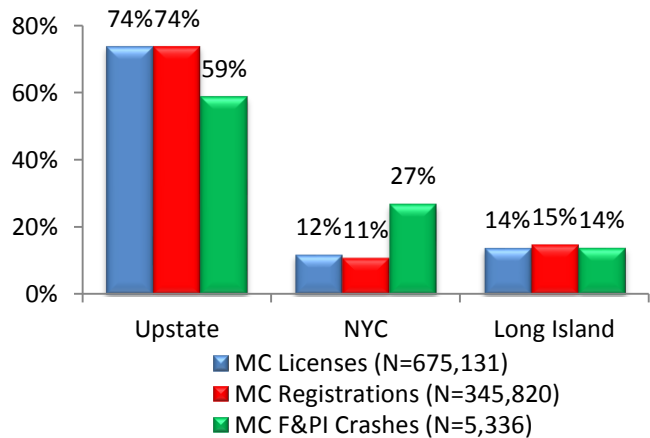
Over one-third (36%) of these motorcycle riders are 25-34 years of age, followed by 26% in the 35-44 age group and 19% in the 21-24 age group.

Analyses by Region

Nearly six out of ten fatal and personal injury crashes involving motorcycles in 2011 occurred in the Upstate region, 27% occurred in New York City and 14% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes.

MOTORCYCLE LICENSES, REGISTRATIONS AND F & PI CRASHES BY REGION: 2011



Sources: NYS AIS, License and Vehicle Registration Files

FFY 2014 Performance Targets

- ❖ To decrease motorcyclist fatalities 10 percent from the 2009-2011 calendar year average of 170 to 153 by December 31, 2014
- ❖ To decrease unhelmeted motorcyclist fatalities 25 percent from 11 in 2011 to 8 by December 31, 2014
- ❖ To decrease the number of injured motorcyclists 5 percent from the 2009-2011 calendar year average of 4,809 to 4,569 by December 31, 2014

FFY 2014 Performance Measures

- ❖ Number of motorcyclist fatalities
- ❖ Number of unhelmeted motorcyclist fatalities
- ❖ Number of injured motorcyclists

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Motorcycle Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for Motorcycle Safety grant funding are included in the complete list of proposed projects in Appendix A.

Motorcycle Rider Training and Education

In FFY 2014, the Department of Motor Vehicles Motorcycle Safety Program (MSP) will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. DMV presently contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the Basic Rider Course at 55 locations throughout the state. The MSF trained approximately 17,000 motorcyclists in 2011. More than 40% of new motorcycle licenses issued by DMV in 2011 were to graduates of the MSF course. The road test waiver provides an additional incentive for new motorcyclists to complete a motorcycle safety education course and become licensed operators. The upward trend in the proportion of motorcycle riders involved in fatal crashes who do not have valid licenses highlights the need to continue to encourage riders to enroll in and complete the basic rider education program. Experienced Rider Course (ERC) programs and the Three-Wheeled Motorcycle BRC (3W-BRC) will also continue to be offered.

Maintaining the quality of the instructor cadre in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high quality program, New York will use a variety of outreach modes to improve the availability of training for providers and instructors and aid in the retention of qualified instructors. A MSF-qualified quality assurance team makes visits to each of the public training sites every year to ensure the program continues to maintain high standards for course delivery. A portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs.

For supporting research, refer to the discussion of Motorcycle Rider Training, pp. 5-20 and 5-21 in [Countermeasures That Work, 7th Edition, 2013](#).

Communications and Outreach

Educating Motorists to Share the Road with Motorcycles

Efforts that raise awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will continue to be supported. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness month; the use of variable message signs promoting motorcycle safety; and public awareness campaigns and PI&E materials that promote the Share the Road message.

Public Information and Education for Motorcyclists

Public information and education (PI&E) activities and the development and distribution of materials that increase awareness and educate motorcyclists on safe motorcycle operation will be considered for funding. Examples of topics for educating motorcyclists are the importance of using proper safety equipment, including compliant motorcycle helmets, wearing clothing that provide both protection and conspicuity, and the risks of driving while impaired by alcohol or drugs, speeding and other dangerous behaviors.

For supporting research, refer to the discussion of Communications and Outreach: Other Driver Awareness of Motorcyclists, p. 5-24 and Communications and Outreach: Conspicuity and Protective Clothing, pp. 5-22 and 5-23 in Countermeasures That Work, 7th Edition, 2013.

Enforcement

In order to ensure the efficient and effective use of resources to enforce traffic law violations, New York's law enforcement community conducts enforcement details that target drivers who are engaged in dangerous driving behaviors such as impaired driving and speeding regardless of the type of vehicle they are operating. These traffic enforcement countermeasures are discussed under the Police Traffic Services program area.

Motorcycle Safety Checkpoints

Motorcycle safety checkpoints will continue to be conducted in strategic locations identified through a data-driven process. The focus of the checkpoints will be enforcement of license and registration violations, non-compliant helmets, faulty or illegal equipment and other violations. Variable message signs and other methods are used to ensure mandatory compliance with the checkpoint. The checkpoints are also used in conjunction with PI&E and research initiatives.



Motorcycle Safety and Enforcement Training for Law Enforcement

Training programs for law enforcement that focus on educating officers on motorcycle safety, including the requirements regarding motorcycle safety equipment, common types of violations such as the use of non-compliant helmets, enforcement strategies and techniques, and other topics related to motorcycle safety will continue to be supported. Decisions on where to hold training programs are data driven and are based on a region's overrepresentation in motorcycle crashes. These regional training programs conducted by a team of expert instructors from the New York State Police and the New York

State Association of Chiefs of Police, in cooperation with GTSC, the DMV Motorcycle Safety Program, and the Motorcycle Safety Foundation.

The development and dissemination of new training resources and materials through websites, podcasts and other delivery mechanisms will also be considered for funding.

For supporting research, refer to the discussion of Motorcycle Helmet Enforcement: Noncompliant Helmets, pp. 5-11 and 5-12 in Countermeasures That Work, 7th Edition, 2013.

Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program

Research studies and data analyses that focus on identifying issues that contribute to crashes involving motorcycles and motorcyclist injuries and fatalities will continue to be supported. Evaluations and assessments to determine the effectiveness of various strategies and programs will also be encouraged. One example of an important study in this area is an evaluation of New York’s Motorcycle Safety Program to determine the effectiveness of the rider education program in reducing the crash involvement of motorcycle operators who participated in the training program.

Justification: Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state’s performance goals.

MOTORCYCLE SAFETY FFY 2014 BUDGET SUMMARY		
Strategy	Budget Amount	Source
Motorcycle Rider Training and Education Program	\$ 400,000	2010(K6)/405f
Communications and Outreach	900,000	2010(K6)/405f
Enforcement	180,000	MAP21-402
Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program	20,000	MAP21-402
Total MAP21-402	200,000	MAP21-402
Total 2010 Motorcycle Safety	800,000	2010(K6)
Total 405f Motorcycle Programs	500,000	405f
Total All Funds	\$ 1,500,000	

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

*IN-LINE SKATING, NON-MOTORIZED
SCOOTER AND SKATEBOARDING



Overview

Improving the safety of pedestrians, bicyclists and other wheel-sport enthusiasts who are New York's most vulnerable roadway users continues to be a priority for the state's highway safety program. Responsibility for addressing pedestrian, bicycle and wheel-sport safety issues is shared among several agencies in New York and effective solutions to these issues often require collaborative efforts involving education, engineering and enforcement countermeasures.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's pedestrian, bicycle and wheel sport safety program. Highway safety funds budgeted for each strategy are presented in the table on page 53.

The funds and other resources GTSC invests to improve pedestrian, bicycle and other wheel-sport safety are complemented by a number of other federal, state, local and private sector activities. In this program area, in particular, engineering countermeasures play a major role in efforts to reduce crashes, fatalities and injuries involving these highway users. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing crashes, fatalities and injuries among these special groups of highway users, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- NYS Department of Transportation
- NYC Department of Transportation
- Metropolitan Planning Organizations
- NYS Department of Health
- Federal Highway Administration
- Capital District Transportation Committee
- New York State Pedestrian and Bicycle Partnership
- Safe Routes to School Program
- New York State Association of Chiefs of Police
- NYS Association of County Traffic Safety Boards

One of the challenges in this program area is that persons of all ages, from young children to older adults, are part of the at-risk group. Effective public information and education (PI&E) programs and other strategies to reduce deaths and injuries among pedestrians, bicyclists and participants in other wheel-sports must be designed to address both children and adults.

Equally important is the need to continue efforts to raise awareness and educate motorists on how to safely share the road with pedestrians and bicyclists. This includes educating motorists as well as pedestrians and bicyclists on laws such as the state’s pedestrian crossing laws and the 2010 law requiring drivers overtaking bicycles to pass to the left “at a safe distance” until they safely clear the bicycle. In addition, the “Complete Streets” law that took effect February 15, 2012 is intended to increase the safety of highway users of all ages, including pedestrians and bicyclists, through the incorporation of new design principles into roadway improvement projects.

The promotion of the use of helmets and other protective gear which have proven to be effective in reducing the severity of injuries suffered in bicycle crashes and other wheel sports is also a priority. New York State has required helmet use for bicyclists under age 14 since 1993 and subsequently extended mandatory helmet use to in-line skaters (1996), non-motorized scooter riders (2002) and skateboarders (2005) under 14 years of age. Compliance with these laws requires the awareness of parents and the availability of helmets to low income families.

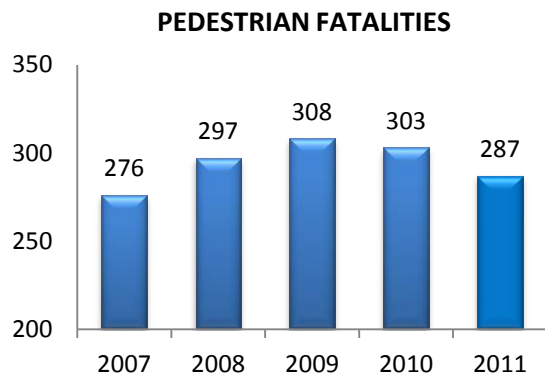
Status of Performance Targets

Pedestrian Safety

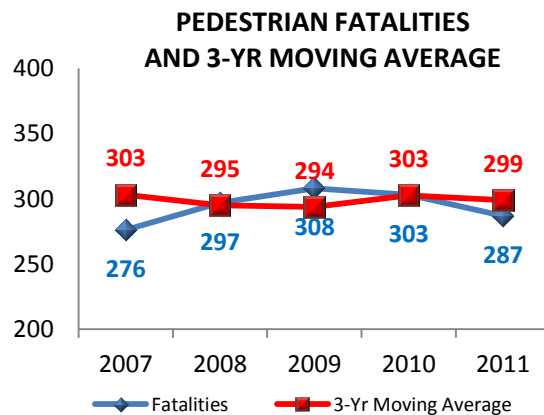
The core outcome measure for tracking progress in the Pedestrian, Bicycle and Wheel-Sport Safety program area is pedestrian fatalities. New York also set additional performance targets for reducing the number of pedestrians injured, bicyclist fatalities and the number of bicyclists injured. The following pedestrian safety performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To reduce pedestrian fatalities 5 percent from the 2008-2010 calendar year average of 303 to 288 by December 31, 2013
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2009-2011 calendar year average of 14,980 to 14,531 by December 31, 2013

Based on FARS data, the number of pedestrian fatalities in New York State declined to 303 in 2010 after increasing in each of the three previous years, 2007-2009. The downward trend continued in 2011 when pedestrian fatalities dropped to 287, one below the target set for the end of calendar year 2013. FARS data for 2012 are not yet available to update this measure.



Source: FARS

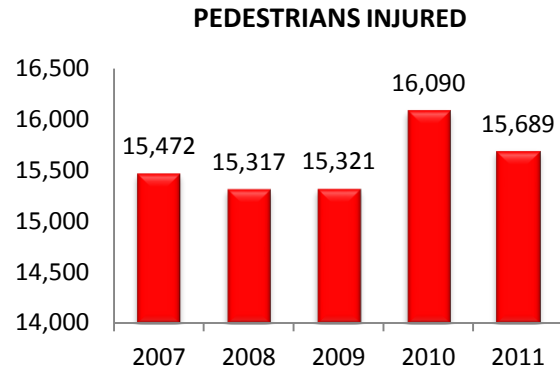


Source: FARS

Data from New York’s Accident Information System were used to update the status of the second performance measure related to pedestrians involved in crashes.

In 2010, the number of pedestrians injured in crashes rose to 16,090, a 5% increase over the previous year. Following this spike in pedestrian injuries, the number dropped again in 2011 to 15,689.

While progress was made toward the target of 14,531 set in the FFY 2013 HSSP, this goal was set based on preliminary 2011 data and therefore will be difficult to achieve. Based on the final 2011 data that are now available, the 2009-2011 annual average would be 15,700 and the revised target for a 3% reduction in pedestrian injuries would be 15,229 by December 31, 2013.



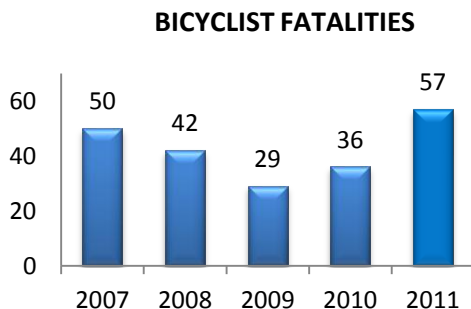
Source: NYS AIS

Bicycle Safety

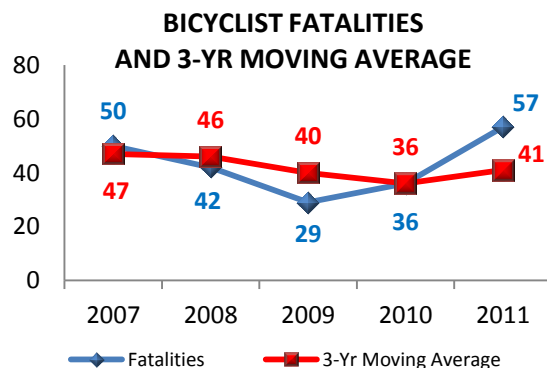
The state’s AIS data were also used to set targets for reductions in the number of bicyclist fatalities and number of bicyclists injured in crashes with motor vehicles. The following bicycle safety performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To reduce the number of bicyclist fatalities 10 percent from the 2009-2011 calendar year average of 41 to 37 by December 31, 2013
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2009-2011 calendar base year average of 5,493 to 5,219 by December 31, 2013

The New York State AIS data for 2011 indicate that there was a spike in the number of bicyclist fatalities; 57 bicyclists were killed in crashes with motor vehicles in 2011, 21 more than the previous year and the highest number in the five-year period, 2007-2011. Even if the 2012 data show a reversal in the upward trend, the reduction target of 20 fatalities set for the end of calendar year 2013 will be difficult to achieve.

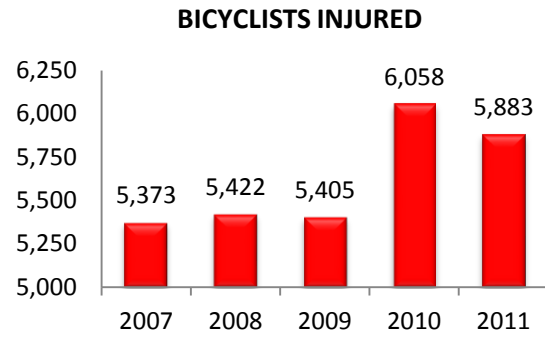


Source: NYS AIS



Source: FARS

The analysis of the progress made toward the reduction target set for the number of bicyclists injured is similar to the analysis for pedestrians injured. While progress was made toward the target of 5,219 set for December 31, 2013, the goal was set based on preliminary 2011 data and therefore will be difficult to achieve. Based on the final 2011 data that are now available, the 2009-2011 annual average would be 5,782 and the revised target for a 5% reduction in pedestrian injuries would be 5,493 by the end of calendar year 2013.



Source: NYS AIS

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Pedestrian, Bicycle and Wheel-Sport Safety program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

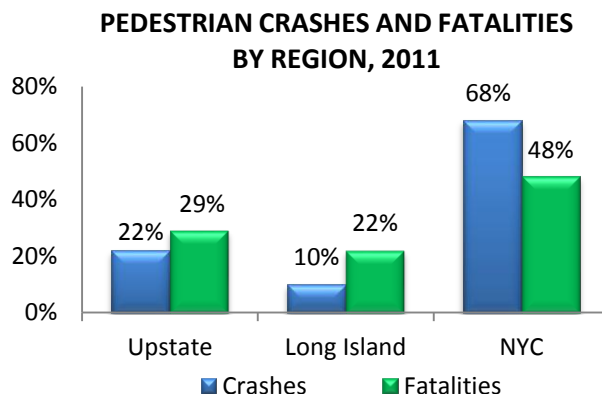
Analyses by Region

A particular concern for New York's pedestrian safety program is the number of pedestrian crashes and fatalities that occur in New York City.

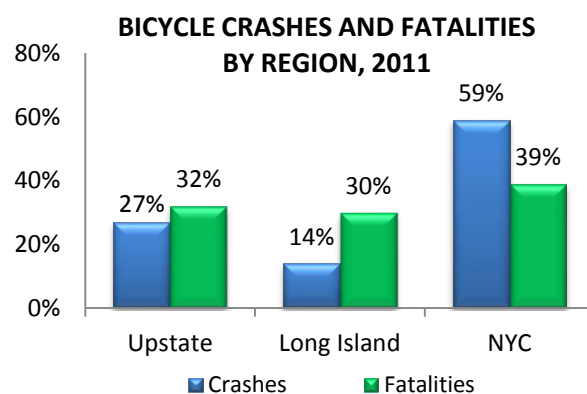
In 2011, 68% of the state's pedestrian crashes and 48% of the pedestrian fatalities occurred in New York City, 22% of the crashes and 29% of the fatalities occurred in the Upstate region and 10% of the crashes and 22% of the fatalities occurred on Long Island.

New York City is also a particular area of concern for bicycle crashes. In 2011, nearly six out of ten of the crashes involving bicycles and nearly four out of ten bicyclist fatalities occurred in New York City.

In 2011, bicyclist fatalities were more evenly distributed across the regions than in previous years when nearly half were consistently in New York City. While New York City still had the highest proportion (39%), 32% of the fatalities occurred in the Upstate region and 30% occurred on Long Island.



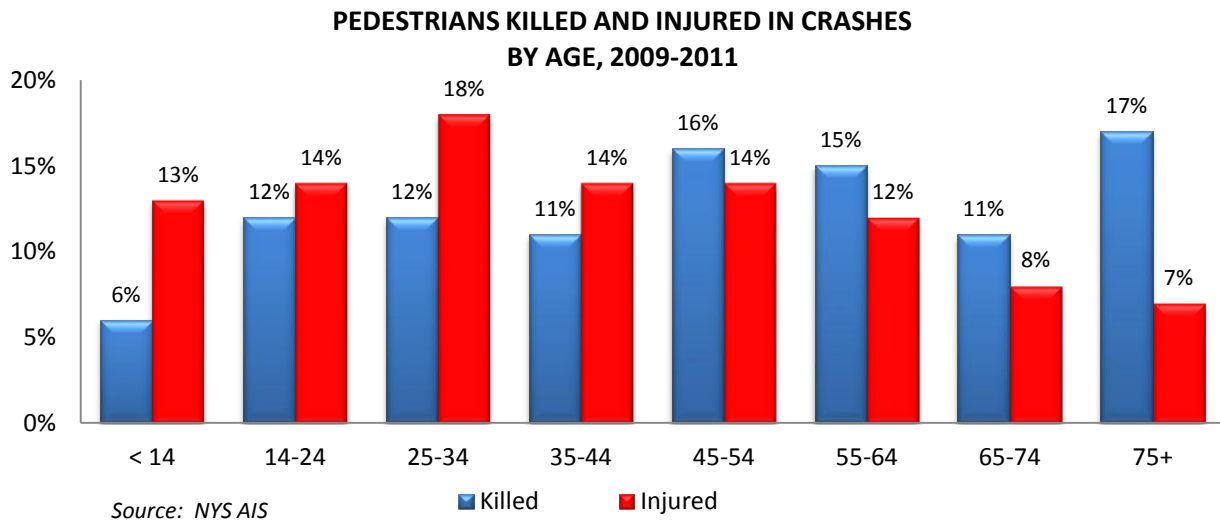
Source: NYS AIS



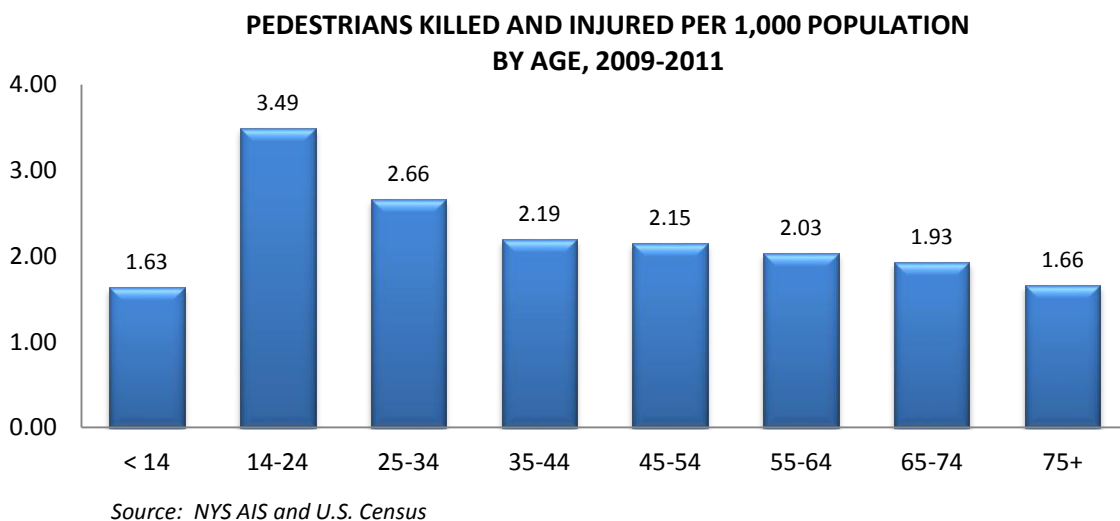
Source: NYS AIS

Analyses by Age

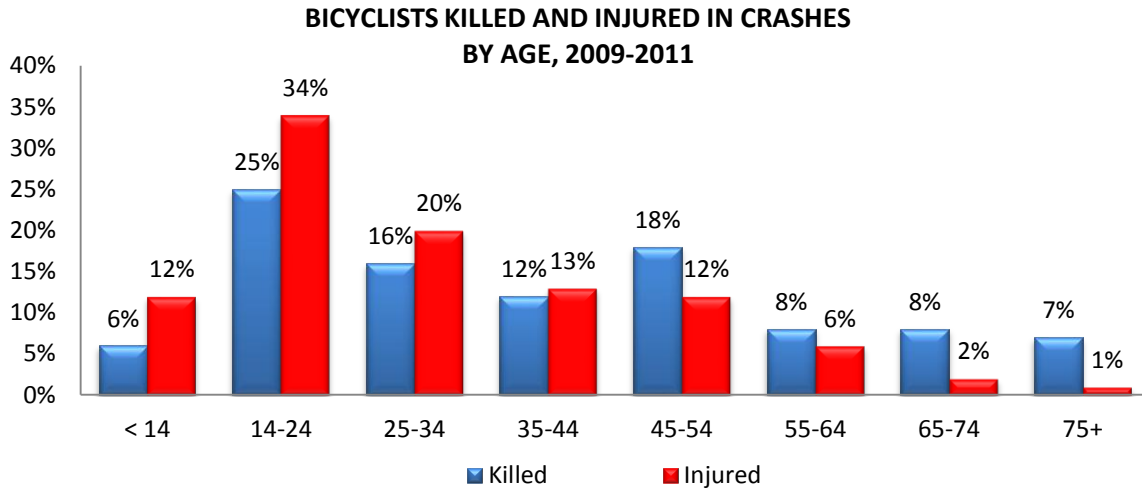
Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. Over the three year period, 2009-2011, pedestrians 75 years of age and older accounted for 17% of the pedestrians killed, 16% were 45-54 years of age and 15% were in the 55-64 age group. The pedestrians injured were most likely to be 25-34 years of age (18%).



When population figures were used to normalize the pedestrian fatality and injury data for each age group, the 14-24 year old age group had the highest rate of pedestrian fatalities and injuries (3.49/1,000 population), followed by the 25-34 age group (2.66/1,000 population).

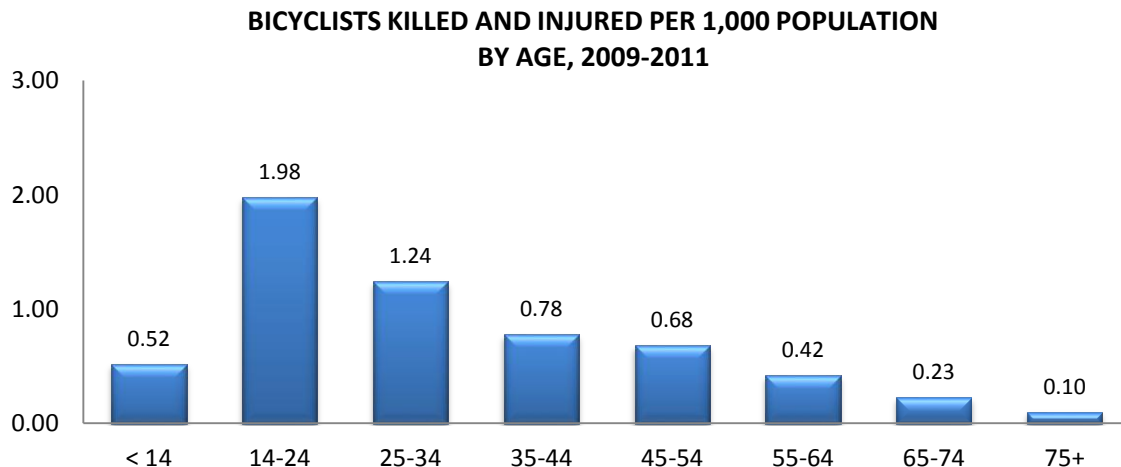


Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. Over the three year period, 2009-2011, bicyclists in the 14-24 age group made up the largest proportions of both those killed (25%) and injured (34%) in crashes.



Source: NYS AIS

When population figures were used to normalize the bicyclist fatality and injury data for each age group, the results in the chart above were confirmed. The 14-24 year old age group had a substantially higher rate of bicycle fatalities and injuries (1.98/1,000 population) than any other age group.



Source: NYS AIS and U.S. Census

FFY 2014 Performance Targets

- ❖ To reduce pedestrian fatalities 3 percent from 287 in 2011 to 278 by December 31, 2014
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2009-2011 calendar year average of 15,700 to 15,229 by December 31, 2014
- ❖ To reduce the number of bicyclist fatalities 15 percent from the 2009-2011 calendar year average of 41 to 35 by December 31, 2014
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2009-2011 calendar base year average of 5,782 to 5,493 by December 31, 2014

FFY 2014 Performance Measures

- ❖ Number of pedestrians killed in traffic crashes
- ❖ Number of pedestrians injured in traffic crashes
- ❖ Number of bicyclists killed in traffic crashes
- ❖ Number of bicyclists injured in traffic crashes

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Pedestrian, Bicycle and Other Wheeled Sport Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for grant funding in this program area are included in the complete list of proposed projects in Appendix A.

Education, Communication and Outreach

Programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement will continue to be emphasized in FFY 2014.

Promotion of the use of helmets and other protective equipment and education on safe practices for these special roadway users of all ages will continue to be supported.



Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of these other roadway users and the dangers motorist traffic violations such as speeding and failure to yield pose to these groups will also be funded. These projects may include public awareness campaigns and the distribution of informational materials that promote “Share the Road” and “Coexist” messages among all highway users and encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

Organizations such as the New York State Pedestrian and Bicycle Partnership that provide important input and guidance and promote communication and information exchange will continue to be important partners in the state's pedestrian and bicycle safety efforts.

For supporting research, refer to the discussion of "Share the Road" Awareness Programs, p. 9-31; Elementary-Age Child Pedestrian Training, pp. 8-13 to 8-15; Bicycle Education for Children, pp. 9-15 and 9-16; Cycling Skills Clinics, Bike Fairs, Bike Rodeos, pp. 9-17 and 9-18; and Promote Bicycle Helmet Use with Education, pp. 9-24 and 9-25 in Countermeasures That Work, 7th Edition, 2013.

Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety

Programs that take a grassroots approach to the identification and resolution of local pedestrian, bicycle, in-line skating, skateboarding and scooter safety problems will be considered for funding under this strategy. These would include communities located in the state's downstate regions where the data indicate that pedestrians and bicyclists are particularly at risk as well as communities in other areas that can demonstrate that they have a pedestrian or bicycle safety problem that needs to be addressed. The establishment of local coalitions is encouraged to expand both the resources available to address the problems that are identified and the delivery system for the program activities. Some examples would include programs that teach children safe pedestrian crossing or bicycle riding skills, the importance of safety equipment and helmet distribution programs.

Projects that include components such as community-based education delivered through schools, hospitals and other local agencies and organizations will also be considered. For example, the New York State Pedestrian and Bicycle Partnership coordinates pedestrian safety projects such as New York's Walk Our Children to School Campaign and the Walking School Bus which is a program that is intended to make walking to school safe, fun and convenient. Support will also be provided for Safe Routes to School programs that have the goal of improving the safety of children walking and bicycling to school.

For supporting research, refer to the discussion of Elementary-Age Child Pedestrian Training, pp. 8-13 to 8-15; Safe Routes to School, pp. 8-16 and 8-17 and 9-13 and 9-14; Bicycle Education for Children, pp. 9-15 and 9-16; Cycling Skills, Clinics, Bike Fairs, Bike Rodeo, pp. 9-17 and 9-18; and Promote Bicycle Helmet Use with Education, pp. 9-24 and 9-25 in Countermeasures That Work, 7th Edition, 2013.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

The GTSC will continue to promote cooperative state and local approaches to addressing pedestrian safety issues by bringing together partners from a variety of disciplines and perspectives to review the data and develop a comprehensive set of effective countermeasures. One example is the collaboration of local and state partners to address the increasing number of pedestrian fatal crashes occurring along a 16-mile stretch of the Hempstead Turnpike on Long Island through a combination of education, enforcement and engineering solutions. The development of data driven statewide pedestrian and bicycle safety plans through a broad-based, collaborative process is another example of a cooperative approach to improving safety that will be considered for funding.

Workshops, symposia and training programs that involve collaboration among multiple organizations or disciplines are another type of cooperative effort that will be considered for funding. Programs such as the Walk Bike NY symposia series provide an opportunity for pedestrian and bicycle safety advocates from numerous non-profit organizations as well as representatives from federal, state and local agencies

to share ideas and work together on coordinated approaches that will improve pedestrian and bicycle safety. Other examples are training programs coordinated and presented jointly by several partner agencies and organizations.

Justification: Strategies that promote cooperative efforts can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, and consequently, play an important role in the implementation of successful projects and programs.

Research, Evaluation and Analytical Support for New York’s Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program

Research and evaluation activities that support the state’s comprehensive Pedestrian, Bicycle and Wheel-Sport Safety program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data as well as the technical capabilities to perform the analyses and interpret the results. Research and evaluation efforts undertaken to, identify trends and potential new problem areas, assist in defining future program directions and potential countermeasures and assess program effectiveness will be eligible for funding.

Justification: Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state’s performance goals.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY FFY 2014 BUDGET SUMMARY		
Strategy	Budget Amount	Source
Education, Communication and Outreach	\$ 240,000	MAP21-402
Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety	310,000	402/MAP21-402
Cooperative Approaches to Improving Pedestrian and Bicycle Safety	140,000	MAP21-402
Research, Evaluation and Analytical Support for New York’s Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program	10,000	MAP21-402
Total 402	200,000	402
Total MAP21-402	500,000	MAP21-402
Total All Funds	\$ 700,000	

OCCUPANT PROTECTION



Overview

New York's Occupant Protection program is built on a foundation of strong laws. In 1984, New York passed the nation's first seat belt law; the law allowed for primary enforcement and covered all front seat passengers and children up to ten years of age riding in the back seat. In 2000, the law was amended to extend mandatory use to all children under age 16 in any seating position. While universal coverage of all vehicle occupants has not yet been passed by the State Legislature, New York has been progressive in passing legislation that requires the use of child restraint systems that are appropriate for the child's age and size when transporting young passengers. Effective November 24, 2009, New York's "Booster Seat Law" requires children up to the age of eight to be restrained in an appropriate child restraint system.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's occupant protection program. The estimated highway safety funds budgeted for each occupant protection strategy are presented in the table on page 66.

The funds and other resources GTSC invests to increase the use of occupant restraints are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in increasing compliance with the seat belt law and improving the safety of children riding in vehicles, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- New York's Certified CPS Technicians
- Hospitals and clinics
- Local police, fire departments and EMS
- New York State Police
- County Health Departments
- Car Dealerships
- Safe Kids Worldwide
- County Traffic Safety Boards

Since the establishment of the Buckle Up New York (BUNY) program in the late 1990's, compliance with the state's occupant restraint laws has been supported primarily by high visibility enforcement efforts. New York joined the national Click It or Ticket campaign in 2002 and continues to participate in the highly effective national seat belt enforcement mobilizations. In FFY 2014, the Buckle Up New York (BUNY) seat belt program and the Selective Traffic Enforcement Program (STEP) will be integrated into a new Police Traffic Services (PTS) grant program to maximize the efficiency and effectiveness of New York's enforcement efforts. This change in the grant program will not affect New York's participation in national seat belt mobilizations; the GTSC will once again promote statewide participation by law enforcement agencies in the national Click It or Ticket campaign that will be conducted in May 2014.

The effectiveness of New York’s occupant protection program is demonstrated by the achievement of a statewide use rate of 90% or above since 2010. Because of this high use rate, identifying and directing efforts toward the high risk groups that comprise the 10% who do not comply with the law will continue to be a major focus of the program in FFY 2014.

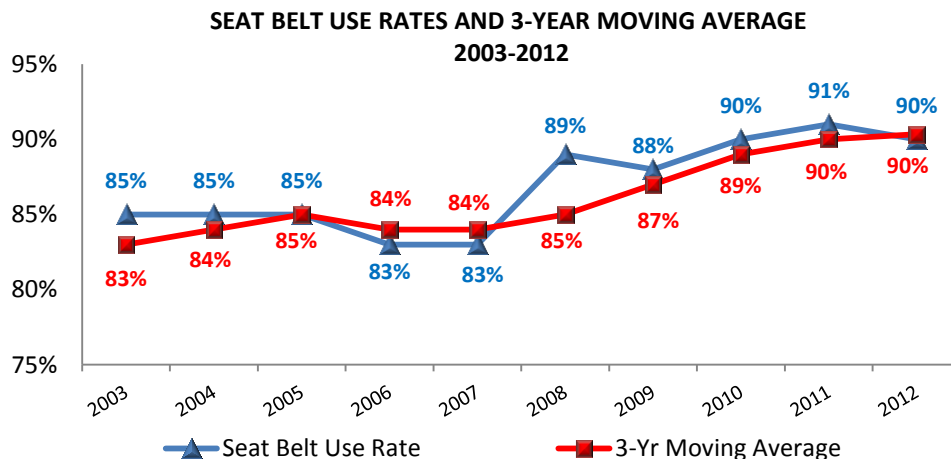
Improving the safety of children riding in motor vehicles also continues to be a major objective of New York’s Occupant Protection program. A variety of efforts are undertaken to increase awareness and educate parents and other caretakers on the best way to protect young passengers riding in motor vehicles through the GTSC’s Child Passenger Safety (CPS) mini-grant program. Each year, the GTSC supports approximately 180 local programs that provide education and instruction in the safe transportation of children and ensures that sufficient numbers of trained and certified CPS technicians are available to provide these services. In FFY 2014, the GTSC will continue to promote outreach efforts to ensure that the state’s underserved populations and residents in all geographic areas have access to the information and services they need.

Status of Performance Targets

The core behavioral measure for tracking progress in the occupant protection program area is the observed seat belt use rate and the core outcome measure is unrestrained passenger vehicle occupant fatalities. The following performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 91% in 2011 to 92% by December 31, 2013
- ❖ To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from 192 in 2010 to 182 by December 31, 2013

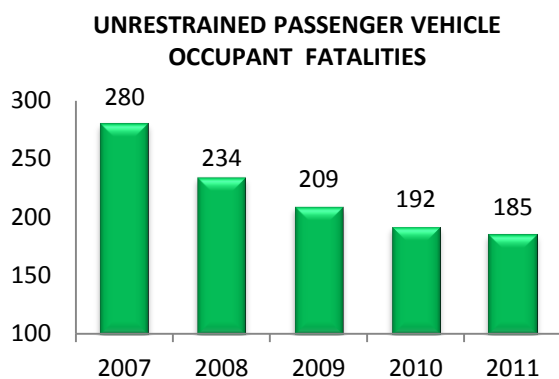
Based on the most recent statewide observation survey of seat belt use conducted in 2012, New York’s usage rate was estimated at 90.4%, down slightly from 2011 when usage was estimated at 90.54%, indicating that no progress was made toward the target set for December 31, 2013. The lack of progress may reflect the difficulty of achieving incremental improvements once the rate reaches such a high level. It should also be pointed out that the statistical analysis of the survey results identifies the range in which the use rate falls at a 95% confidence level.



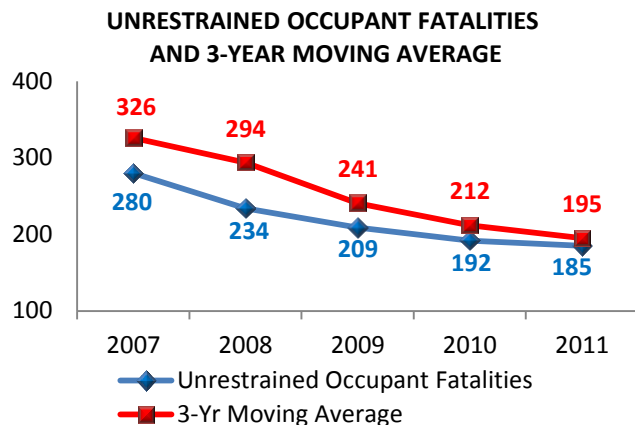
Source: NYS annual seat belt observation surveys

New York will be implementing a new survey design and data collection protocol for the 2013 observation survey that complies with new Uniform Criteria established by NHTSA. The statewide estimate of use derived from the survey conducted in 2013 and subsequent years will not be strictly comparable to the results from the annual surveys conducted 1998 - 2012 using the state's previous NHTSA-approved design.

Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities has been on a consistent downward trend between 2007 (280) and 2011 (185), decreasing more than one-third over the five-year period and showing excellent progress toward the target of 182 set for 2013.. FARS data for 2012 are not yet available to update this measure.



Source: FARS



Source: FARS

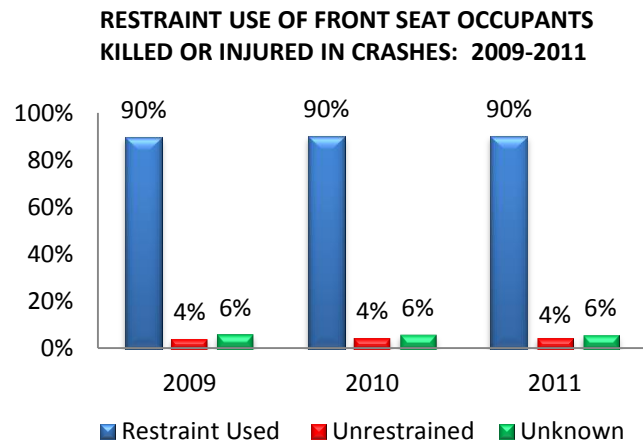
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Occupant Protection program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses of Reported Restraint Use in Crashes

Analyses based on the state's AIS data provide additional information to consider in planning effective programs. Although reported restraint use in crashes is considered less reliable than observed use, the reported use rate in crashes is consistent with the rate of use observed in traffic during New York's statewide surveys.

In 2009-2011, 90% of front seat occupants in police-reported crashes were restrained while 4% were not restrained. Restraint use was unknown for 6% of the occupants killed or injured in crashes in each of the three years.



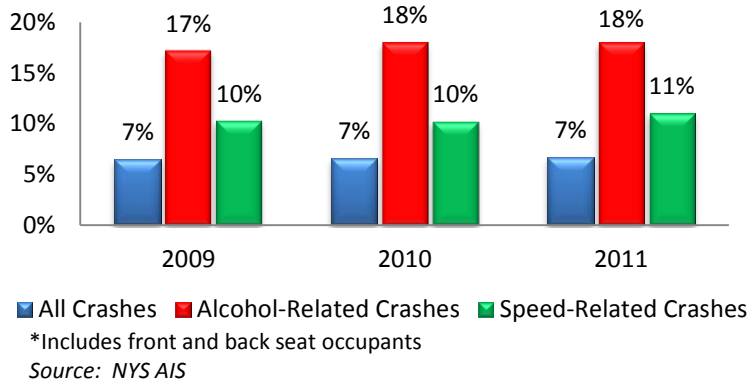
Source: NYS AIS

Further analyses were conducted to identify the characteristics of the relatively small group of drivers who do not comply with the law for use in developing effective strategies.

Based on analyses of restraint use in specific types of crashes it was determined that occupants who are killed or injured are more likely to be unrestrained when alcohol or speed is involved in the crash.

In 2009-2011, 17%-18% of the vehicle occupants killed or injured in alcohol-related crashes and 10%-11% in speed-related crashes were unrestrained. In comparison, 7% of occupants killed or injured in all crashes were not using a safety restraint.

UNRESTRAINED OCCUPANTS* KILLED OR INJURED IN ALL CRASHES, ALCOHOL-RELATED CRASHES AND SPEED-RELATED CRASHES

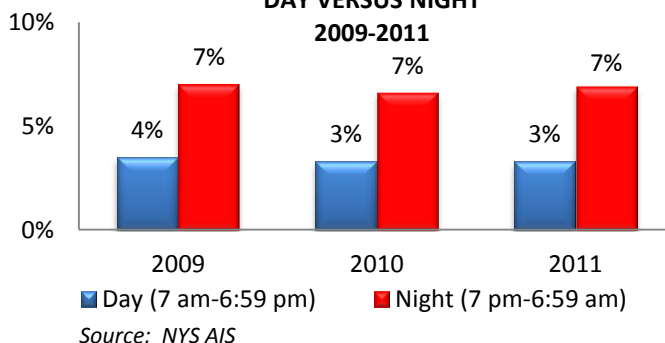


Seat Belt Use Day versus Night

Reported restraint use in crashes is higher during the day (7am-6:59 pm) than at night (7 pm-6:59 am).

Over the three- year period, 2009-2011, 7% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 3%-4% during the day.

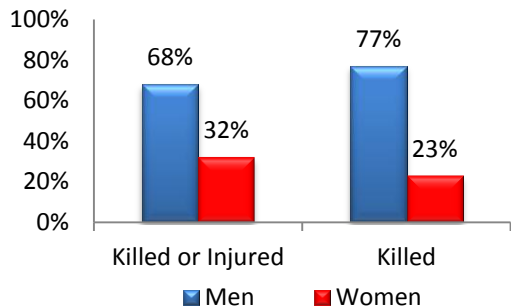
UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED DAY VERSUS NIGHT 2009-2011



Analyses of Seat Belt Use by Gender

Differences in restraint use by gender were also found among front seat occupants who were killed or injured in crashes. According to police-reported restraint use in crashes, unrestrained occupants who were killed or injured were more than twice as likely to be male (68% vs. 32%); among those who were killed, men outnumbered women more than three to one (77% vs. 23%).

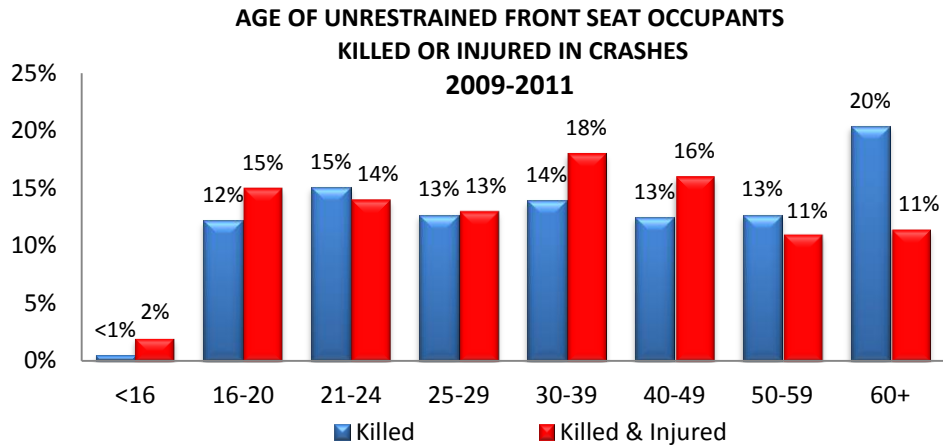
GENDER OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2009-2011



The difference in restraint use among men and women was reinforced in the driver behavior surveys conducted at five DMV offices in 2010-2012. Self-reported restraint use among men ranged from 81% to 83%, compared to 90%-92% among women.

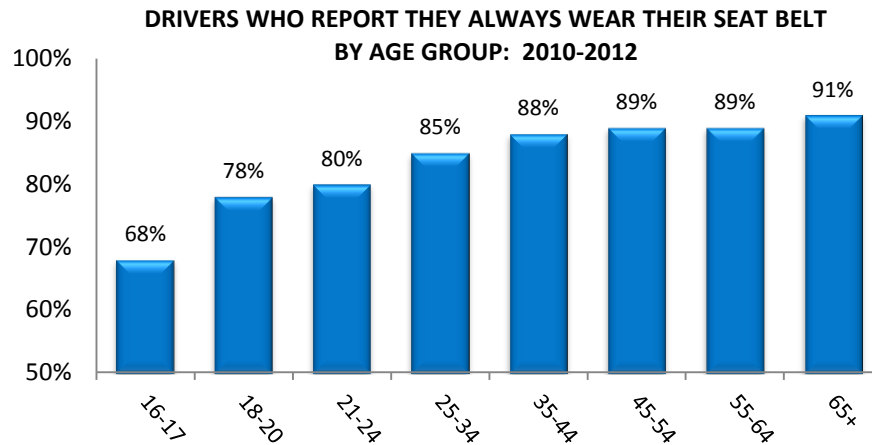
Analyses of Seat Belt Use by Age Group

The unrestrained front seat occupants who were killed in crashes over the three-year period, 2009-2011, were most likely to be 60 years of age or older (20%). The greater severity of the injuries suffered by older motorists who are involved in crashes is likely to contribute to their higher fatality numbers.



Source: NYS AIS

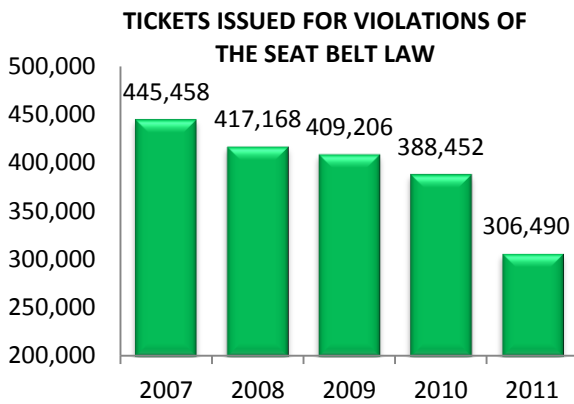
While older front seat occupants who fail to use a seat belt are more likely to be killed in crashes than younger occupants, in the driver behavior surveys conducted in 2010-2012, motorists in the oldest age group were most likely to report that they “always” wear their seat belt. As shown in the graph below, self-reported seat belt use increased consistently with age; 68% of the drivers 16-17 years of age said they always wear their seat belt compared to 91% of drivers 65 and older.



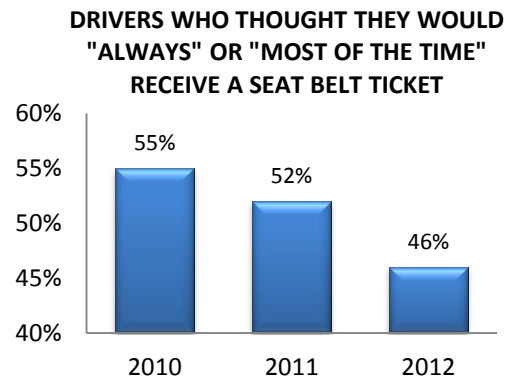
Source: 2010-2012 Driver Behavior Surveys

Analyses of Tickets

The number of seat belt tickets issued continued on a downward trend in 2011. Compared to 2007 when 445,458 tickets were issued for seat belt violations, 306,490 tickets were issued in 2011, a decrease of 31%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources. The drop in enforcement has been reflected in a decline in the perception of risk of getting a ticket for non-compliance with the seat belt law. Based on the results from the annual driver surveys conducted at DMV offices, in 2012, 46% of the drivers thought they would be ticketed for not wearing a seat belt “always” or “most of the time” compared to 55% in 2010.



Sources: NYS TSLED and AA systems



Source: 2010-2012 Driver Behavior Surveys

FFY 2014 Performance Targets

- ❖ To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from 90% in 2012 to 92% by December 31, 2014
- ❖ To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from 185 in 2010 to 176 by December 31, 2014

FFY 2014 Performance Measures

- ❖ Proportion of front seat outboard occupants observed using seat belts
- ❖ Number of unrestrained passenger vehicle occupant fatalities

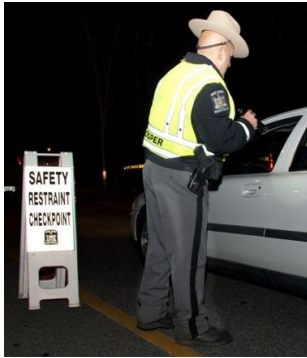
Strategies

Using a data-driven approach, New York has identified evidence-based strategies that collectively will enable the state to reach the performance targets for the Occupant Protection program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for Occupant Protection grant funding are included in the complete list of proposed projects in Appendix A.

Seat Belt Enforcement

The effectiveness of high visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2014, the GTSC will continue to implement this countermeasure through its Buckle Up New York enforcement program and will participate in the national Click It or Ticket mobilization in May.

Buckle Up New York/Click It or Ticket



New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection.

In FFY 2014, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 19-June 1, 2014; all police agencies receiving GTSC funding for seat belt enforcement are required to participate in the May high visibility wave enforcement.

Agencies receiving grant funding are also required to:

- ❖ Have a mandatory seat belt use policy and perform roll-call video training
- ❖ Conduct high-visibility, zero tolerance enforcement using checkpoints, saturation patrols, and when possible include nighttime enforcement and collaborative interagency efforts
- ❖ Focus on low-use groups based on geography, demographics and other factors

While grant funding supports the participation of a large number of police agencies, nearly every police agency in the state actively supports the Click It or Ticket campaign and the annual seat belt enforcement mobilization. Participation is also promoted by the International Association of Chiefs of Police and the GTSC Law Enforcement Challenge award program.

Combined Enforcement

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve the high risk behaviors such as speeding and drinking and driving. These combined efforts provide more opportunities to increase the perception of the risk of receiving a seat belt ticket and can increase the overall productivity of enforcement efforts. For example, combining seat belt enforcement with a DWI checkpoint provides an opportunity to conduct nighttime seat belt enforcement and make more efficient use of resources. A combined enforcement approach enables agencies to conduct sustained enforcement of seat belt use as well as other traffic violations.

For supporting research, refer to the discussion of Short High-Visibility Belt Law Enforcement, pp. 2-17 to 2-19; Combined Enforcement, Nighttime, pp. 2-20 and 2-21; and Sustained Enforcement, p. 2-22 in [Countermeasures That Work, 7th Edition, 2013.](#)

Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. GTSC will continue to support communications, outreach and other public information and education efforts to publicize high visibility enforcement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low compliance segments of the population.

Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, will also help to promote greater compliance and will continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and Rollover simulators to demonstrate to various groups the importance of seat belt use in crashes and special activities for young drivers such as “Battle of the Belts” competitions. These types of educational activities will also be directed toward the general public as well as specific groups identified as having low usage rates, including minority, rural, low income and special needs populations. The involvement of groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts will continue to be encouraged.

For supporting research, refer to the discussion of Communications and Outreach Supporting Enforcement, p. 2-23 and Communications and Outreach Strategies for Low-Belt-Use Groups, pp. 2-24 to 2-26 in Countermeasures That Work, 7th Edition, 2013.

CHILD PASSENGER SAFETY

The safety of young children riding in vehicles is the second major focus of New York’s Occupant Protection program. The emphasis in this area is on educating parents and caregivers of children from infants through “tweens” on the importance of using a child restraint system that is appropriate for the child’s size and age, as well as providing instruction on how to properly install child restraints in vehicles. The use of an appropriate child restraint system that is correctly installed is an important countermeasure for reducing fatalities and reducing the severity of injuries suffered by young passengers in crashes.

The GTSC makes funding available for local projects that provide education and services through its Child Passenger Safety (CPS) mini-grant program. Mini-grants are available in the following categories: Child Passenger Safety Inspection Stations; CPS Awareness Classes; Child Safety Seat Check Events; and Child Safety Seat Distribution Programs. The applicants for these grant funds must identify the target population they are addressing supported by data and other documentation and provide an action plan. Local programs must demonstrate that they are providing CPS services that meet the needs of all families within their jurisdictions, including those that may require special attention due to language and cultural differences. The GTSC awarded a total of 194 CPS grants throughout the state in FFY 2013.

Communications and Outreach

In FFY 2014, New York will continue to develop and implement public information and education activities that extend into every county in the state. Updated information on child passenger safety issues will be disseminated using various communication channels already established and new delivery methods that may be identified. The GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of child safety seat, booster seat, and seat belt use; the correct installation and use of the various systems; the types of restraint systems that are appropriate for children of different ages, height and weight; and the importance of having children age 12 and under ride in the rear seat. Educational materials related to booster seats and the most recent changes in the law will continue to be distributed by state and local agencies and coalitions to increase public awareness of the new occupant protection requirements for children through age seven.

CPS mini-grants will continue to be available to local agencies to conduct CPS Awareness Classes that offer educational programs on child passenger safety issues and how to transport children safely to various types of groups including expectant parents, child care providers, and members of minority communities. CPS technicians will also be encouraged to provide CPS awareness classes to members of the public health and medical communities, fire and other emergency response personnel, preschool bus drivers, other school bus drivers, and social service programs. Educating and training members of the various groups that are in regular contact with the public ensures that child passenger safety information will be disseminated throughout every region of the state and to a cross-section of the population within each region. A total of 47 agencies received FFY 2013 grant funding to conduct CPS awareness classes.

In addition to these local programs, the GTSC funds a number of efforts that improve communication and outreach on a statewide basis. A GTSC staff member serves as New York's CPS Coordinator and works with the CPS Advisory Board and its regional representatives to provide guidance and support for the statewide CPS network and coordination of statewide events such as National Seat Check Saturday held during national Child Passenger Safety Week.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Older Children, p. 2-31 and Communications and Outreach Strategies for Booster Seat Use, p. 2-32 in Countermeasures That Work, 7th Edition, 2013.

Recruitment and Training of Child Passenger Safety Technicians

The ability to provide the necessary education and instruction for parents and caregivers, requires the availability of a large pool of persons with the training, knowledge, and skills to identify when a child safety seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers.

In order to build and sustain an active network of certified technicians, New York's CPS program provides support for the delivery of standardized CPS training courses for new technicians, as well as update classes that meet requirements for recertification. In addition, CPS technicians are able to earn continuing education credits toward their recertification by attending the workshops presented at the Regional Child Passenger Safety Technical and Training Conferences that rotate among New York, New Jersey and Pennsylvania.

Although not mandated, technicians are strongly urged to participate in a minimum of three seat check events each year or to spend 18 hours installing child safety seats in other settings. Technicians are also encouraged to attend additional training that will enable them to work with special populations such as children with special needs. In addition to providing one-on-one instruction in the correct installation and use of child safety seats, the presentation of child passenger safety awareness classes to groups of parents, grandparents, caregivers and others who transport children is another important educational activity supported by New York's CPS program.

The GTSC funds a number of efforts that improve communication and outreach and ensure that an active network of trained technicians is maintained in New York. GTSC's www.safeny.ny.gov website is used to communicate information to the general public regarding the use of child safety seats and where to obtain services in their local areas. The website also is the major source for information for CPS technicians on upcoming training programs and other events.

Justification: The recruitment and training of a large network of certified Child Passenger Safety Technicians is essential for the successful implementation of the evidence-based strategies for improving child passenger safety included in New York's Occupant Protection program. Further justification is NHTSA's requirement that States provide a description of their plan to recruit, train and maintain a sufficient number of Child Passenger Safety Technicians as a criterion for the receipt of Section 405c Occupant Protection grant funds.

Child Safety Seat Inspection Stations

Through its mini-grant program the GTSC will continue to support the active network of child safety seat inspection stations that has been maintained in New York for the past several years. These inspection stations which are located in fire stations, police stations, hospitals and other permanent locations, offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. Currently, there is at least one inspection station in 60 of the state's 62 counties; Westchester County has the greatest number of inspection stations with 19. In FFY 2013, the GTSC awarded 155 mini-grants for the operation of inspection stations. To receive funding, grantees must have certified technicians available to staff the inspection station during the hours of operation.

CPS grant funds can also be used for mobile fitting stations which are used to bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's child passenger safety program into areas where access to CPS education and instruction was previously lacking.

For supporting research, refer to the discussion of Inspection Stations, p. 2-35 in [Countermeasures That Work](#), 7th Edition, 2013.

Car Seat Check Events

Another type of program that increases access to instruction on the proper installation of child safety seats are seat check events. These events are also an opportunity to educate parents on the need for booster seats for children up to eight years of age. The trend in New York State has been to conduct fewer car seat check events, but to conduct them with increased publicity. Agencies applying for funding under GTSC's mini-grant program are encouraged to conduct events in rural areas, in low-income communities and in areas with diverse populations and to ensure the events are well-publicized. In FFY 2013, 131 agencies were approved to conduct car seat check events. In FFY 2014, the GTSC will continue to support child safety seat check events through its mini grant program.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Booster Seat Use, p. 2-32 and Inspection Stations, p. 2-35 in [Countermeasures That Work](#), 7th Edition, 2013.

Child Safety Seat Distribution and Education Programs

Programs that provide child safety seats to low income families will also continue to be supported in FFY 2014. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments, are eligible to apply. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct a 60-90 minute educational component and demonstrate the installation of the appropriate child restraint

system for each person requesting a child safety seat. In addition, income eligibility requirements must be met to receive a free child safety seat. In FFY, 75 agencies in New York State were awarded funding to operate a child safety seat distribution and education program

For supporting research, refer to the discussion of Child Restraint Distribution Programs, p. 2-34 in Countermeasures That Work, 7th Edition, 2013.

Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Funding will be provided for the preparation of statistical reports and other analyses used to identify trends in seat belt use and the characteristics and factors associated with noncompliance with the seat belt law, and other types of research, evaluation and analytical support required for New York's Occupant Protection program.

Statewide Observation Survey of Seat Belt Use

Funding will be provided for the implementation of the annual seat belt observational survey conducted in accordance with new uniform criteria established by NHTSA. The project will include the recruitment and training of data collectors, the selection and scheduling of survey sites, the preparation of all survey materials including maps, data collection forms and instructions for conducting observations of seat belt use, data entry and analysis of the results and the preparation of the final report.

Justification: Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state's performance goals. States are required to conduct annual statewide observation surveys in order to collect the data needed to track the core behavioral measure, the statewide seat belt use rate.

OCCUPANT PROTECTION FFY 2014 BUDGET SUMMARY

Strategy	Budget Amount	Source
Seat Belt Enforcement	\$ 1,400,000	MAP21-402
Communications and Outreach	520,000	405b
Child Passenger Safety Communication and Outreach	640,000	405(K2)/405b
Recruitment and Training of CPS Technicians	420,000	405(K2)/405b
Child Safety Seat Inspection Stations	500,000	405(K2)/405b
Car Seat Check Events	400,000	405(K2)/405b
Child Safety Seat Distribution and Education Programs	1,000,000	405b
Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program	20,000	405(K2)
Total MAP21-402	1,400,000	MAP21-402
Total 405 OP SAFETY-LU	500,000	405(K2)
Total 405b MAP21 OP-High	3,000,000	405b
Total All Funds	\$ 4,900,000	

TRAFFIC RECORDS



Overview

Identifying the nature and location of traffic safety problems presents a significant challenge to New York's highway safety community. The need for accurate and timely traffic records data continues to be a critical element of performance-based program planning processes used by traffic safety agencies and organizations to develop traffic safety initiatives. In developing appropriate countermeasures to meet these challenges, the traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. New York strives to meet the needs for data and data analysis support through major improvements in the way it maintains and uses its traffic records systems.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's traffic records program. New York's *2012-2015 Traffic Safety Information Systems Strategic Plan* reflects the importance the state continues to place on improving the state's traffic records systems. Developed by GTSC with the assistance of the Institute for Traffic Safety Management and Research (ITSMR) and the state's Traffic Records Coordinating Council (TRCC), the *2012-2015 NYS Traffic Safety Information Systems Strategic Plan* provides an opportunity for New York to continue to make further improvements in its traffic records systems supporting the decision-making process for highway safety managers in New York State.

Substantial progress has been attained during the past two years under the plan with regard to the state's major traffic records systems, especially its crash and citation/adjudication systems. Updated in June 2012 and May 2013, the strategic plan is designed to ensure that progress continues over the next few years.

The estimated highway safety funds budgeted by GTSC for each traffic records strategy are presented in the table on page 76. The funds and other resources GTSC invests to improve the state's traffic records systems are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the implementation of traffic records improvements, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP are the NYS Department of Motor Vehicles, the NYS Department of Transportation, the New York State Police and the NYS Department of Health that maintain and house the state's major systems.

Status of Performance Targets

The key performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data. With respect to the crash data, the performance measure is the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database. With regard to the citation and adjudication data, the performances measures are the 1) mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database, and 2) mean number of days from the date of charge

disposition to the date the charge disposition is entered into TSLED. The following performance targets were set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from 33 days in 2011 (July-Dec) to 29 days in 2013 (July-Dec)
- ❖ To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from 15 days in 2011 (July-Dec) to 11 days in 2013 (July-Dec)
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from 30 days in 2011 (July-Dec) to 23 days in 2013 (July-Dec)

Over the past several years, substantial progress has been made related to the timeliness, accuracy, uniformity and completeness of the state’s crash and ticket systems. For example, with regard to the attribute of timeliness, the mean number of days from the date of the crash to the date the crash report was entered into AIS dropped from 40 days in 2007 (July-Dec) to 33 days in 2011 (July-Dec). This progress is due in large part to traffic records improvement projects conducted over the past several years with Section 408 and Section 402 funding.

The downward trends in the crash and ticket performance measures were not sustained for the July-December 2012 time period making the targets that were set for 2013 difficult to reach. As the table below shows, compared to the baseline period of July-December 2011, there were increases in 1) the mean number of days from the crash date to the date a crash report is entered into AIS (49.42 vs. 33.12 days); and 2) the mean number of days from the citation date to the date the citation is entered into TSLED (17.40 vs. 14.69 days). The improvement that occurred in the third measure, the mean number of days from the disposition date of a charge to the date the disposition is entered into TSLED (29.10 vs. 30.37 days), does not represent sufficient progress to reach the target that was set.

The lack of improvement in the crash measure is largely the result of changes in the AIS workflow protocols and procedures that were tested and implemented in 2012 which created temporary backlogs in the processing of crash reports. It is expected that the mean number of days will drop again in 2013 when all of the IT issues related to the DMV’s new workflow process have been successfully addressed.

With regard to the TSLED ticket system, the lack of progress in the performance measures can be attributed in large part to a reduction in the staff resources involved in the manual data entry processes. However, progress has already been observed in 2013, and it is expected that the continuation of the *TraCS Electronic Crash and Ticketing System* project in FFY 2014 will have a positive effect on both of these measures, reducing them below the 2012 levels.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS

Performance Measure	Baseline (2011) (July-Dec)	2012 (July-Dec)
Mean # of days from crash date to date crash report is entered into AIS	33.12 days	49.42 days
Mean # of days from citation date to date citation is entered into TSLED database	14.69 days	17.40 days
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	30.37 days	29.10 days

Problem Identification

Under the auspices of the TRCC, the status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) is reviewed annually to document limitations in the systems and identify opportunities for improvement. Each system is reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review conducted in March 2013 with respect to issues of concern related to the six attributes are summarized below.

Crash Information System

New York's primary crash information system is the Accident Information System (AIS) maintained by the DMV. With few exceptions, the AIS file contains records of all police-reported motor vehicle crashes and all crashes reported to the DMV by motorists involved in crashes. The file captures all of the data elements found in the police accident report form (MV-104A) and the motorist report form (MV-104).

- ❖ **Timeliness:** The mean number of days from the crash date to the date crash report is entered into AIS increased from 33.12 days in 2011 (July-Dec) to 49.42 days in 2012 (July-Dec). This increase is due primarily to workflow changes in AIS, which has also created a backlog of approximately 86,000 unprocessed cases.
- ❖ **Accuracy:** Although the implementation of ALIS has provided better crash location data in recent years, locating crashes is still problematic at times since not all police agencies using TraCS use the locator tool within TraCS.
- ❖ **Completeness:** The crash report forms collect a large volume of data on all reportable crashes which are then entered into AIS. Although the AIS currently captures only the non-reportable crashes that are submitted electronically by the police, NYSDOT's SIMS system does capture a small number of data fields on the non-reportable crashes not captured by AIS. Also with regard to completeness, efforts are underway to increase the percentage of crash records that have no missing data in the critical data element of *roadway type*; in 2012 (July-Dec) 8.58 percent of the records had the *roadway type* missing.
- ❖ **Integration:** Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.
- ❖ **Accessibility:** Although access to the data is provided to users through a series of statistical reports that are compiled at least annually and put on the DMV and GTSC web sites, users outside of the DMV do not have direct access to the AIS database.

Citation/Adjudication Information Systems

The New York State Department of Motor Vehicles maintains the state's two primary citation and adjudication information systems: 1) Traffic Safety Law Enforcement & Disposition System (TSLED) and 2) Administrative Adjudication System (AA). The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts. TSLED covers all areas of the state, with the exception of New York City and the cities of Buffalo and Rochester which are covered under the AA system. The AA system similarly records traffic citation data but is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and AA systems.

- ❖ **Timeliness:** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database dropped from 29.89 days in the 12-month time period of April 1, 2011-March 31, 2012 to 25.80 days in the 12-month time period of April 1, 2012-March 31, 2013. The mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database decreased from 30.37 days in 2011 (July-Dec) to 29.10 days in 2012 (July-Dec).

With respect to the Administrative Adjudication (AA) system, although the ticket data are generally available on the system within 3 days of being received by DMV from the police agency, there is a longer time lag between the date the ticket is issued and it is forwarded by the police agency to the DMV. As a result, the mean number of days from the citation date to the date the citation is entered into the AA database was 19.71 days in 2012 (July-Dec), compared to 15.84 days in 2011 (July-Dec).

- ❖ **Accuracy:** The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.
- ❖ **Completeness:** Although the AA and TSLED systems use the same uniform ticket to collect the same data, the AA system does not enter all the same information collected as TSLED.
- ❖ **Integration:** Although the AA data can be integrated with data from other DMV files, there is a lack of comparability between TSLED and the AA systems that needs to be addressed.
- ❖ **Accessibility:** Direct access to the TSLED database is restricted to internal DMV data users. For external users, access to the data is provided through a series of monthly and annual statistical reports compiled by the DMV, with assistance from the Institute for Traffic Safety Management and Research, and available on either the DMV or GTSC web sites.

With respect to the accessibility of the Administrative Adjudication system, the system provides E-plea capability for customers and allows motorists to use major credit cards to pay fines and administrative surcharges on-line. The system also enables attorneys to schedule/reschedule tickets on their behalf and provides them with a calendar system to manage their cases. Direct access to the raw data, however, is available only to internal DMV users. The DMV generates a variety of reports to provide outside users needed data from the system.

Driver Information Systems

The core driver information system in New York is the Driver License File maintained by the DMV. It provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state.

- ❖ **Timeliness:** Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a “real-time” basis. Efforts are being continued to convert additional processes to “real-time” but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities.
- ❖ **Accuracy:** The DMV has a strong identification/authentication process (conducted daily) for clients who are issued a driver’s license, which helps ensure the accuracy of the data by

eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, which reflects the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.

- ❖ **Accessibility:** Electronic access to the driver license file is limited to selected users, with access to the data being provided in compliance with the federal DPPA.

Injury Surveillance Information Systems

The New York State Department of Health is the repository agency for the state's two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES).

The Pre-Hospital [Patient] Care Report (PCR) captures data using a mix of standardized paper and electronic formats. Designed to capture data from pre-hospital care reports (PCRs) that are submitted by the state's emergency medical technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported.

CODES is a database that is created by integrating data from individual records from the DMV's AIS file to the DOH's hospital and emergency department discharge databases and Pre-Hospital [Patient] Care Report (PCR) database. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ❖ **Timeliness:** Because a large volume of PCRs come into DOH in paper format, there continues to be a significant delay in getting data into the existing DOH internal electronic repository. The latest year for which a complete set of PCR data is available is 2007.
- ❖ **Accuracy & Completeness:** The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later which results in many data fields being left blank. Another issue involves the fact that the regional data entry contractors only have to edit a subset of the data fields contained on the report form.
- ❖ **Integration:** The PCR and Trauma Registry databases cannot be easily and automatically linked/integrated together or with other DOH databases. Linkage could be improved by developing standards for the collection and submittal of PCR and Trauma Registry data in an electronic platform that is consistent with national standards (NEMESIS and National Trauma Data Bank-NTDB). CODES can link crash, pre-hospital care, emergency department, and hospitalization data sets using probability match techniques. However, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.
- ❖ **Accessibility:** While CODES linked data are available on the DOH website, direct access to PCR data will continue to be limited until the online repository for PCR data is completed.

Vehicle Information Systems

The DMV is the repository agency for the state's core vehicle data system, the vehicle registration file. The vehicle registration file contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 30 million records, of which approximately 12 million are active. The file is sorted by name, DOB, and gender of registrant, plate number, and class of registration; a complementary plate index file is used to access the registration file using the plate number.

- ❖ **Accuracy:** Even though issues related to the quality and integrity of the data are addressed through the use of procedures and programs that control the data input process, and through the use of address verification software, the system lacks the ability to always distinguish between slight variations in a given person's name, which can result in a motorist re-registering a vehicle for which the registration has been revoked.
- ❖ **Integration:** DMV has the ability to link the registration file with the inspection and insurance files, but cannot link it with the IRP system or with precision to records in the AIS file.

Roadway Information Systems

The New York State Department of Transportation (NYSDOT) is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. The RIS is an Oracle-based database application which contains data on highway features and characteristics, including data on roadway type and physical characteristics, access, functional class, pavement condition, and traffic volumes.

- ❖ **Accuracy:** While much of the data on highway attributes are accurate and consistent over time, there are errors in the data related to reference markers.
- ❖ **Completeness:** In addition to errors in the reference marker data, many of the reference markers are missing.
- ❖ **Uniformity:** Uniformity in the data collected for state and local roads is lacking as localities collect only those local road data that are useful to them, compared to a more comprehensive set of data collected for state roads.
- ❖ **Integration:** The current process to link highway features and traffic data with the crash data in SIMS is a cumbersome manual process.
- ❖ **Accessibility:** Users cannot query the database directly; access is available through a data warehouse using a tool known as Business Objects. To conduct analyses, data need to be exported to an Excel file or other flat file format. The ability to use a GIS component to graphically display roadway elements is limited to the 27,000 miles of state routes and Federal Aid eligible roads out of the total population of approximately 114,000 miles of public roads.

FFY 2014 Performance Targets

While the targets set below related to the timeliness of AIS crash reports, TSLED dispositions and AA citations adhere to duration periods similar to the targets set for FFY 2013, the target set for the timeliness of TSLED citations in FFY 2014 reflects the revised comparative duration guidelines set by NHTSA in June 2013.

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from 49 days in 2012 (July-Dec) to 33 days in 2014 (July-Dec)
- ❖ To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from 17 days in 2012 (July-Dec) to 12 days in 2014 (July-Dec)
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from 29 days in 2012 (July-Dec) to 25 days in 2014 (July-Dec)
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from 29 days in 2012 (July-Dec) to 25 days in 2014 (July-Dec)

FFY 2014 Performance Measures

- ❖ Mean number of days from crash date to date crash report is entered into the AIS database
- ❖ Mean number of days from citation date to date citation is entered into the TSLED database
- ❖ Mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database
- ❖ Mean number of days from citation date to date citation is entered into the AA database

Strategies

New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Traffic Records program area. These strategies are described below. They reflect the findings from the work undertaken by the state's Traffic Records Coordinating Council (TRCC) over the past several months to 1) compile an inventory of the state's core traffic records systems in six areas (crashes, citations/adjudication, injury surveillance, drives, vehicles, and roadways) and 2) prepare the FFY 2014 Update to the *2012-2015 Traffic Safety Information Systems Strategic Plan*. The projects that will be considered for Traffic Records grant funding are included in the complete list of proposed projects in Appendix A.

Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Upon approval of New York's application for FFY 2014 Section 405C incentive funds, implementation of the third year of the state's *2012-2015 Traffic Safety Information Systems Strategic Plan* will begin.

Electronic Capture and Transmittal of Crash and Ticket Data

Efforts to expand the number of agencies that collect and transmit crash and ticket data electronically to the DMV will continue in FFY 2014. As of April 2013, 442 police agencies are using TraCS, including all of the State Police Troops. With the on-going support of the GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. In addition, the New York City Police Department will continue to receive GTSC's support in its efforts to implement an electronic data collection and transmittal system in FFY 2014. The GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

In FFY 2014, the GTSC will continue to fund efforts to provide technical support to local enforcement agencies participating in TraCS. The primary objective of these efforts is to ensure that the agencies that have been equipped with TraCS software and hardware are collecting and transmitting their crash and ticket data electronically.

Through the use of state-of-the-art technology, the data entry of police crash reports and traffic tickets from the field and court adjudication reports directly from the courts will continue to be supported in FFY 2014. Support will also be provided for the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

In FFY 2014, the GTSC will continue to support the DMV's efforts to expedite the receipt of motorist crash reports electronically. This effort involves making the current version of the motorist report (MV-104) available online for electronic submission to DMV. The ability to file the MV-104 with the DMV electronically will 1) increase compliance and data completeness with regard to property damage only crashes, 2) improve the accuracy and completeness of the data provided through user entry edits, and 3) improve the efficiency and timeliness of processing cases in AIS.

Initiatives to Improve the Crash and Citation/Adjudication Systems

Initiatives conducted by the DMV and other agencies at both the state and local levels will continue to improve the DMV's crash and citation/adjudication information systems in FFY 2014. The completeness of the crash file will be enhanced through the continued capture of non-reportable crashes by NYSDOT's SIMS system. NYSDOT will continue to fund the NYS Department of Corrections to process the non-reportable crash reports. As of March 2013, all of the 2010 and 80% of the 2011 non-reportable crash reports have been processed and loaded into SIMS.

Instrumental in identifying the location of crashes, an important factor in improving enforcement, engineering and EMS efforts throughout the state, are two projects being conducted by NYSDOT. One project is the *ALIS Scalability and Upgrade* project, which will enable NYSDOT to upgrade the hardware and software associated with ALIS, as well as upgrading the maps used by the system. The second project is the *ALIS/SIMS Data Products* project. This project is designed to collect sufficient information from the field and other resources to create an accurate representation of the state's current roadway reference markers and update the SIMS database. Both projects will continue to be supported by GTSC in FFY 2014.

Another major initiative that will continue to be supported in FFY 2014 is the *Study on Integrating the AIS and SIMS Crash Data Systems*. This project focuses on integrating data from AIS and SIMS into a

data warehouse. In addition, a new project, *Development of Crash Database for Public Use Via the Internet*, will be supported in FFY 2014. This project will involve the design and development of a web-based crash data set that can be directly accessed by users for research and data analysis purposes.

Improvement of Roadway Data Systems

Recognizing that the systematic upgrade of the state's roadway data information systems is key to initiating countermeasures which help reduce crashes and their severity, NYSDOT continues to make improvements in its various roadway data files. In providing more accurate, consistent, timely and accessible roadway-related information, NYSDOT's roadway data systems are used to assist in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements. In FFY 2014, the GTSC will continue to fund a project being conducted to link the SIMS file with RIS, which will provide more accurate and complete location and roadway data for analysis purposes.

Development and Use of Data Linkages

The state's traffic safety community's ability to identify problems and develop effective countermeasures is enhanced by the comprehensive information that is often only available through the linkage of data and data files. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes. During the coming year, the GTSC will continue to support efforts to link data which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. During the coming year, the GTSC will continue to support efforts to maintain the NYS DOH's CODES database.

Use of Technology to Disseminate Information

The GTSC's Internet website continues to be a major medium for disseminating information on new developments in traffic safety, research programs and other topics. The website and other technologies, such as podcasts, are important in the communication of data, training and educational messages, and public information relating to highway safety programs that will benefit all of the GTSC's customers and partners, as well as the general public. Efforts to expand the communication capabilities and resources of the traffic safety community will continue to be supported.

Research and Evaluation

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support will be provided to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems will also be supported.

TRAFFIC RECORDS FFY 2014 BUDGET SUMMARY

Strategy	Budget Amount	Source
Statewide Coordination of Traffic Records Systems Improvements	\$ 880,000	MAP21-402
Electronic Capture and Transmittal of Crash & Ticket Data	2,780,000	408(K9)/405c
Initiatives to Improve the Crash and Citation/Adjudication Systems	2,120,000	402/408(K9)
Improvement of Roadway Data Systems	1,600,000	402/ MAP21-402
Development and Use of Data Linkages	1,200,000	MAP21-402
Use of Technology to Disseminate Information	820,000	405c
Research and Evaluation	200,000	405c
Total 402	800,000	402
Total MAP21-402	3,000,000	MAP21-402
Total 408 Data Programs SAFETU-LU	3,000,000	408(K9)
Total 405c MAP21-Data Programs	2,800,000	405c
Total All Funds	\$ 9,600,000	

COMMUNITY TRAFFIC SAFETY PROGRAMS

Overview

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Agencies and organizations at the local level are the most knowledgeable about the traffic safety problems in their jurisdictions and are in the best position to develop programs to address those issues. Some of the highway safety issues that counties and other local jurisdictions are encouraged to integrate into their local programs stem from state level initiatives including outreach programs for younger drivers, older drivers and the many diverse populations residing in the state.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively the community traffic safety programs that are funded contribute to the achievement of the statewide and program area performance targets set in the HSSP. The estimated highway safety funds budgeted for each strategy included in this program area are presented in the table on page 85.

The funds and other resources GTSC invests in community traffic safety programs are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in these programs, the most significant sources of funding, programming and in-kind support that assists in achieving the performance goals established in the HSSP are listed below:

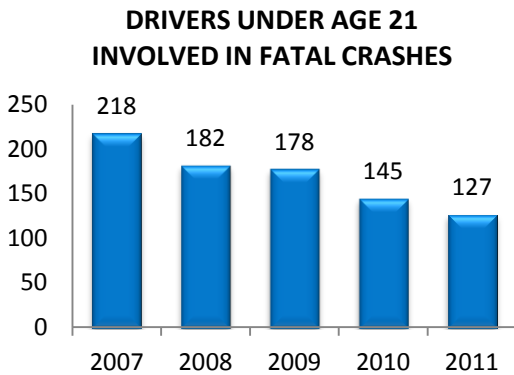
- County Traffic Safety Boards
- NYS Department of Health (NYSDOH)
- NYS Education Department (NYSED)
- American Automobile Association (AAA)
- National Safety Council
- Ford Foundation
- U.S. Department of Veterans Affairs

Status of Performance Target

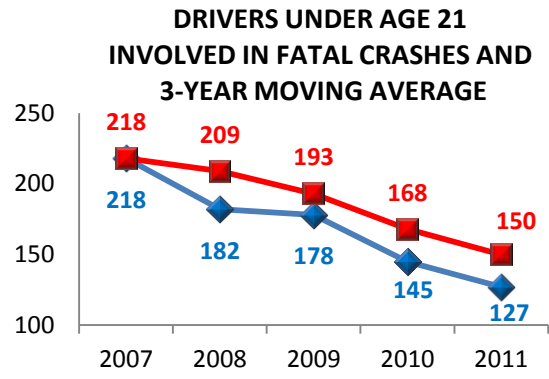
The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. The following performance target was set in the FFY 2013 Highway Safety Strategic Plan:

- ❖ To decrease drivers age 20 and younger involved in fatal crashes 10 percent from 145 in 2010 to 130 by December 31, 2013

Based on 2011 FARS data, the number of drivers under age 21 involved in fatal crashes has been on a steady downward trend since 2007. In 2011, 127 of these young drivers were involved in fatal crashes, a greater reduction than the target of 130 set for the end of 2013.



Source: FARS



Source: FARS

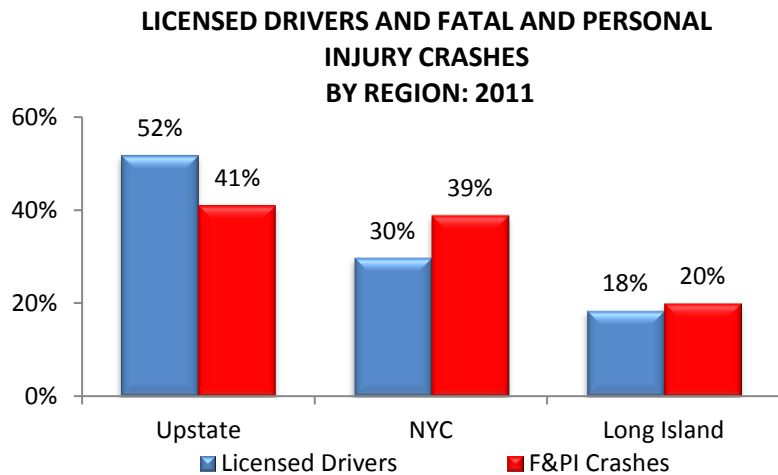
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Community Traffic Safety Programs area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses by Region

In 2011, the largest proportion (41%) of fatal and personal injury crashes occurred in the Upstate region, followed by New York City (39%), and Long Island (20%).

Compared to the proportion of licensed drivers in each of the regions, New York City is overrepresented in fatal and personal injury crashes (39% vs. 30% of the licensed drivers) while the Upstate region is underrepresented (41% vs. 52% of licensed drivers).



Sources: NYS Driver's License file and AIS

Analyses by County

As demonstrated in the analyses presented in other program areas, the priority assigned to different traffic safety issues can vary among the regions. For example, the data show that a greater emphasis on pedestrian safety countermeasures is needed in the downstate areas than upstate. Traffic safety priorities can also differ among individual counties. Local communities applying for grant funding in this program area must provide data documenting the traffic safety issues they plan to address. A number of sources, including extensive county data reports prepared annually by the Institute for Traffic Safety Management and Research are made available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2011 population and licensed driver data for New York State and each county within the state, as well as 2011 data on the number of fatal and personal injury crashes and the number of pedestrian, bicycle and motorcycle crashes that occurred in New York and in each individual county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes based on the population and number of licensed drivers in the county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2011												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
NEW YORK STATE	19,465,197		11,210,784		129,113		15,928		6,076		5,336	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	303,565	1.6	197,993	1.8	2,487	1.9	216	1.4	89	1.5	123	2.3
Allegany	48,778	0.3	32,016	0.3	243	0.2	12	0.1	4	0.1	16	0.3
Broome	199,031	1.0	137,826	1.2	1,281	1.0	101	0.6	42	0.7	89	1.7
Cattaraugus	79,832	0.4	55,585	0.5	426	0.3	13	0.1	9	0.1	52	1.0
Cayuga	79,738	0.4	54,126	0.5	488	0.4	35	0.2	7	0.1	34	0.6
Chautauqua	134,368	0.7	91,619	0.8	786	0.6	58	0.4	30	0.5	69	1.3
Chemung	88,840	0.5	60,481	0.5	480	0.4	31	0.2	24	0.4	30	0.6
Chenango	50,118	0.3	37,545	0.3	292	0.2	13	0.1	6	0.1	16	0.3
Clinton	81,945	0.4	55,882	0.5	427	0.3	22	0.1	16	0.3	32	0.6
Columbia	62,550	0.3	46,894	0.4	361	0.3	12	0.1	9	0.1	26	0.5
Cortland	49,363	0.3	31,754	0.3	281	0.2	16	0.1	14	0.2	16	0.3
Delaware	47,559	0.2	35,524	0.3	260	0.2	11	0.1	3	<0.1	21	0.4
Dutchess	297,999	1.5	209,062	1.9	1,963	1.5	92	0.6	38	0.6	99	1.9
Erie	918,028	4.7	637,324	5.7	6,825	5.3	531	3.3	309	5.1	279	5.2
Essex	39,181	0.2	27,896	0.2	236	0.2	9	0.1	5	0.1	38	0.7
Franklin	51,551	0.3	34,026	0.3	301	0.2	17	0.1	5	0.1	28	0.5
Fulton	55,180	0.3	39,225	0.3	328	0.3	24	0.2	9	0.1	25	0.5
Genesee	59,993	0.3	43,744	0.4	410	0.3	13	0.1	14	0.2	21	0.4
Greene	48,954	0.3	36,910	0.3	314	0.2	8	0.1	9	0.1	32	0.6
Hamilton	4,793	<0.1	4,578	<0.1	46	<0.1	1	<0.1	0	0.0	11	0.2
Herkimer	64,160	0.3	44,830	0.4	329	0.3	10	0.1	6	0.1	26	0.5
Jefferson	117,910	0.6	72,108	0.6	685	0.5	28	0.2	18	0.3	51	1.0
Lewis	27,072	0.1	19,693	0.2	117	0.1	4	<0.1	0	0.0	11	0.2
Livingston	65,070	0.3	44,532	0.4	336	0.3	10	0.1	6	0.1	28	0.5
Madison	73,365	0.4	49,788	0.4	348	0.3	13	0.1	8	0.1	33	0.6
Monroe	745,625	3.8	506,652	4.5	4,883	3.8	323	2.0	261	4.3	245	4.6
Montgomery	49,916	0.3	34,888	0.3	285	0.2	19	0.1	8	0.1	22	0.4
Nassau	1,344,436	6.9	981,633	8.8	13,028	10.1	967	6.1	408	6.7	325	6.1

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2011

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Niagara	216,011	1.1	156,753	1.4	1,271	1.0	78	0.5	51	0.8	84	1.6
Oneida	234,287	1.2	158,249	1.4	1,367	1.1	90	0.6	46	0.8	90	1.7
Onondaga	466,960	2.4	318,336	2.8	3,182	2.5	237	1.5	112	1.8	157	2.9
Ontario	108,525	0.6	79,187	0.7	708	0.5	32	0.2	16	0.3	48	0.9
Orange	374,872	1.9	247,607	2.2	2,889	2.2	176	1.1	49	0.8	174	3.3
Orleans	42,622	0.2	28,992	0.3	196	0.2	6	<0.1	5	0.1	11	0.2
Oswego	122,228	0.6	84,492	0.8	661	0.5	39	0.2	15	0.2	49	0.9
Otsego	61,917	0.3	43,048	0.4	349	0.3	11	0.1	4	0.1	26	0.5
Putnam	99,933	0.5	75,983	0.7	655	0.5	16	0.1	7	0.1	55	1.0
Rensselaer	159,395	0.8	109,480	1.0	866	0.7	57	0.4	27	0.4	73	1.4
Rockland	315,158	1.6	203,819	1.8	2,280	1.8	140	0.9	40	0.7	85	1.6
St. Lawrence	111,690	0.6	73,542	0.7	537	0.4	28	0.2	12	0.2	49	0.9
Saratoga	220,882	1.1	168,626	1.5	1,230	1.0	40	0.3	30	0.5	118	2.2
Schenectady	155,058	0.8	113,196	1.0	990	0.8	85	0.5	54	0.9	58	1.1
Schoharie	32,578	0.2	23,350	0.2	164	0.1	5	<0.1	3	<0.1	13	0.2
Schuyler	18,361	0.1	13,947	0.1	112	0.1	3	<0.1	5	0.1	12	0.2
Seneca	35,198	0.2	23,830	0.2	243	0.2	11	0.1	3	<0.1	13	0.2
Steuben	99,033	0.5	70,988	0.6	501	0.4	23	0.1	11	0.2	56	1.0
Suffolk	1,498,816	7.7	1,077,535	9.6	12,607	9.8	671	4.2	418	6.9	424	7.9
Sullivan	76,900	0.4	54,266	0.5	527	0.4	28	0.2	6	0.1	36	0.7
Tioga	51,043	0.3	37,717	0.3	228	0.2	9	0.1	3	<0.1	20	0.4
Tompkins	101,723	0.5	61,949	0.6	506	0.4	32	0.2	12	0.2	33	0.6
Ulster	182,448	0.9	132,196	1.2	1,357	1.1	66	0.4	31	0.5	77	1.4
Warren	65,831	0.3	51,974	0.5	514	0.4	25	0.2	16	0.3	55	1.0
Washington	63,165	0.3	44,591	0.4	333	0.3	10	0.1	7	0.1	33	0.6
Wayne	93,436	0.5	68,953	0.6	443	0.3	17	0.1	5	0.1	44	0.8
Westchester	955,899	4.9	634,821	5.7	5,785	4.5	569	3.6	106	1.7	191	3.6
Wyoming	41,944	0.2	29,369	0.3	209	0.2	10	0.1	7	0.1	23	0.4
Yates	25,454	0.1	16,571	0.1	117	0.1	3	<0.1	3	<0.1	11	0.2
NYC												
Bronx	1,392,002	7.2	421,188	3.8	7,296	5.7	1,458	9.2	253	4.2	168	3.1
Kings	2,532,645	13.0	879,618	7.8	16,173	12.5	3,597	22.6	1,459	24.0	430	8.1
New York	1,601,948	8.2	712,968	6.4	9,343	7.2	2,990	18.8	1,181	19.4	394	7.4
Queens	2,247,848	11.5	1,044,376	9.3	14,058	10.9	2,347	14.7	654	10.8	361	6.8
Richmond	470,467	2.4	292,084	2.6	3,014	2.3	402	2.5	66	1.1	62	1.2

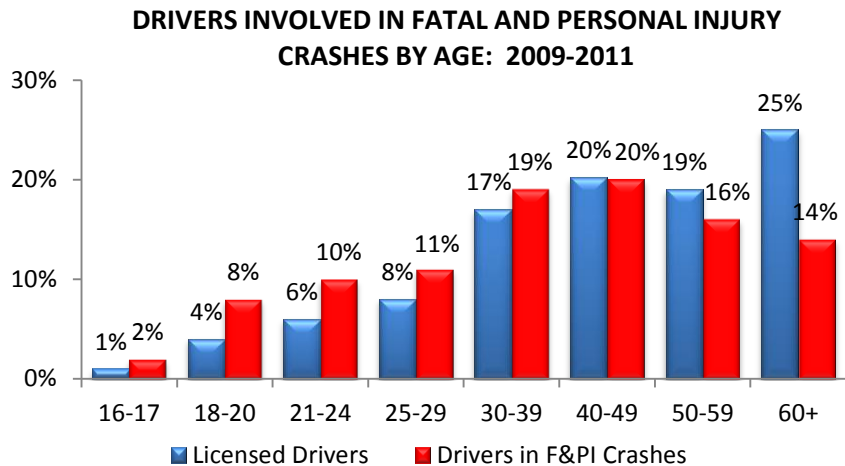
Sources: U.S. Census Bureau, NYS Driver's License File and NYS AIS

Analyses by Age

Community Traffic Safety Programs also play an important role in implementing program initiatives on the local level that support statewide efforts to address segments of the population identified by the data as high-risk groups.

Analyses of the demographic characteristics of the drivers involved in crashes are important in determining which age groups are most at-risk. As the chart shows, drivers in each of the age groups up to the age of 40 are overrepresented in fatal and personal injury (F&PI) crashes in New York State.

Young drivers, in particular, are at risk of being involved in a crash; drivers under 21 years of age are involved in 10% of the crashes but account for only 5% of the licensed drivers and drivers ages 21-24 are involved in 10% of the crashes but account for only 6% of the licensed drivers.



Source: NYS AIS

In the Driver Behavior Surveys conducted at DMV offices, young drivers reported the lowest compliance with the seat belt law and the highest frequency of texting and driving (see p. 57 under the Occupant Protection program area and p. 30 under the Police Traffic Services program area).

Drivers age 60 and over are the most underrepresented group of drivers involved in fatal and personal injury crashes; older drivers account for one-quarter of the licensed drivers but are involved in only 14% of the F&PI crashes. However, analyses show that older drivers who are involved in crashes are more likely to be killed or to suffer more severe injuries than younger drivers.

Minority Populations and Other Underserved High Risk Groups

The U.S. Census Department projects that the nation's population will continue to become more racially and ethnically diverse over the next several decades. By 2042, the multicultural groups that comprised one third of the population in 2008 will become the majority and by 2050 will account for 56% of the population in United States (Source: *An Older and More Diverse Nation by Mid-Century*, U.S. Census Department Press Release, August 14, 2008). A comparison of the 2000 and 2010 census data for New York shows an increase in the state's minority populations indicating that New York's population will also continue to become more diverse.

Since information on race and ethnicity are not captured on New York's police crash reports, analyses cannot be conducted on the crash involvement of different racial and ethnic groups. However, the Governors Highway Safety Association (GHSA) 2009 publication, *Closing the Circle: A Multicultural Primer for State Highway Safety Office*, presents the results of research showing the overrepresentation of certain ethnic groups in motor vehicle crashes. These analyses document the disproportionate number of Native Americans and Hispanics who are killed in motor vehicle crashes, lower seat belt use rates among African Americans, and higher proportions of alcohol-impaired fatally injured drivers among Native Americans.

FFY 2014 Performance Target

- ❖ To decrease drivers age 20 or younger involved in fatal crashes 10 percent from 127 in 2011 to 114 by December 31, 2014

FFY 2014 Performance Measure

- ❖ Number of drivers age 20 or younger involved in fatal crashes

Strategies

Using a data-driven approach, New York has identified strategies that collectively will enable the state to reach the performance targets for the Community Traffic Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided. The projects that will be considered for grant funding in this program area are included in the complete list of proposed projects in Appendix A.

Community-Based Highway Safety Programs

Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York's Highway Safety Strategic Plan. In FFY 2013, GTSC funded approximately 30 local agencies to conduct projects at the community level. These programs reside with municipal government or local non-profit organizations; some examples include the NY Coalition for Transportation Safety, the Education & Assistance Corporation and the Community Parent Center.

Justification: NHTSA requires that 40% of the federal funds received by the state be allocated to local programs. To ensure that these funds are used effectively, GTSC has developed stringent application requirements for local programs. To receive funding under this program area, applicants are required to follow a performance-based approach in addressing a traffic safety problem identified through data analysis. While the local programs identify their own traffic safety issues, they are expected to draw from the evidence-based strategies included in the HSSP so that these local programs collectively contribute to the achievement of the performance goals for the statewide highway safety program.

Statewide Implementation of Traffic Safety Initiatives

The GTSC will continue to encourage and provide resources and administrative support for the statewide implementation of traffic safety initiatives such as the Safe Routes to School program and Operation Safe Stop. Examples of the types of support provided by GTSC include public information and education materials for use by agencies and organizations in delivering programs at the local level and training and other educational programs for local project personnel to increase their knowledge of traffic safety issues and help them to become more effective program managers. The GTSC will continue to provide assistance with grant administration, monitoring, identifying supporting data and establishing strategies to address local goals and performance measures.

The GTSC will continue to promote the development of broad-based coalitions that bring together organizations with differing perspectives on traffic safety issues, including private sector organizations,

the media and industry associations. The establishment of coalitions among organizations with mutual interests will also be encouraged to foster cooperative efforts and the efficient and effective use of resources. Examples of such coalitions are the New York State Partnership Against Drowsy Driving (NYPDD), the Capital District Safe Kids Coalition and the New York State Partnership for Walk Our Children to School. The efforts of these coalitions and partnerships to increase awareness of the traffic safety problems and issues they were established to address will be eligible for grant support from the GTSC.

Justification: Community Traffic Safety Programs are an important conduit for the statewide implementation of traffic safety initiatives. By providing coordination and various types of support at the state level, GTSC is able to ensure the implementation of consistent messages and programs statewide. Strategies that promote cooperative efforts are also important and can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs.

Statewide Communications and Outreach

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose is to educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone.

A comprehensive and coordinated PI&E program for New York State will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

Justification: Communication and outreach strategies that inform the public and heighten awareness are critical components of strategies intended to deter unsafe behaviors, increase compliance with vehicle and traffic laws, and otherwise encourage safe driving practices. For examples of supporting research, see the discussions of Communications and Outreach strategies under Alcohol Impaired and Drugged Driving, pp. 1-4, 1-21, 1-44 and 1-45; Seat Belts and Child Restraints, pp. 2-3, 2-32; Aggressive Driving and Speeding, pp. 3-16 to 3-18, 3-27; Motorcycles, pp.5-22 to 5-24; and Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 7th Edition, 2013.

Younger Driver Outreach and Education

Analyses of the data conducted in conjunction with several of the program areas in the HSSP have shown that young drivers are consistently over-represented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, distracted driving, alcohol-impaired driving and drugged driving. In the Driver Behavior surveys conducted at DMV offices, young drivers also reported the lowest compliance with the seat belt law and the highest frequency of texting and driving.

Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be considered for funding as Community Traffic Safety Programs. Some of the methods of delivering traffic safety messages to this high risk group include presentations by peers, competitions such as the "Battle of the Belts" and the Save Your Friend's Life Over the Airwaves PSA contest,

demonstrations of the convincer or the rollover simulator, and displays of photographs from real life crashes involving teen drivers. Public awareness and educational activities that focus on educating parents about New York's graduated license laws and providing them with the tools to encourage safe driving by their teens will also be funded.



Coalitions and other groups such as the New York Partnership Addressing Teen Driver Safety that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high risk driving population are also eligible for funding. The GTSC will continue to work with and support the National Safety Council's New York State Teen Safe Driving Coalition that has focused on promoting teen safe driving during the annual Global Youth Traffic Safety Month.

The GTSC will continue to provide funding for the Driver Education Research and Innovation Center (DERIC) which was created as the result of a key recommendation from the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement. DERIC's goal is to provide the State Education Department and the many driver education programs across the state with a complete and effective distracted driving curriculum.

For supporting research, refer to the discussion of Pre-Licensure Driver Education, pp.6-16 to 6-18; Parental Role in Teaching and Managing Young Drivers, pp. 6-20 to 6-22; and strategies to reduce underage impaired driving, pp. 1-50 to 1-60 in Countermeasures That Work, 7th Edition, 2013.

Older Driver Outreach and Education

While the data indicate that older drivers are not overrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 60 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Furthermore, U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding.



Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high risk driving population are also eligible for funding. One example is the Capital Region Older Driver Assistance Network whose members provide various levels of assistance to older drivers and to those seeking assistance to help older drivers. These organizations raise awareness about programs and services that are available to assist and support older individuals. Funding to support the training of technicians and the delivery of programs for older motorists, such as the Car Fit program, will also be considered for funding.

For supporting research, refer to the discussion of General Communications and Education for Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 7th Edition, 2013.

Outreach to Minority and Other Underserved Populations

Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special initiatives that focus on minority communities and other underserved populations. Examples of the diverse populations within the state that have been identified as needing special outreach efforts include Native Americans, the Amish and Mennonite communities, military veterans and migrant workers. Projects that offer educational programs and other outreach services to improve traffic safety among the state's underserved populations will be eligible for funding.

*For supporting research, refer to the NHSTA study, *Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes, 1999-2004, May 2006* and GHSA's *Closing the Circle: A Multicultural Primer for State Highway Safety Offices, 2009*, pp. 5-7. The GHSA publication also presents guidelines and best practices for use in developing effective multicultural outreach programs.*

COMMUNITY TRAFFIC SAFETY PROGRAMS FFY 2014 BUDGET SUMMARY		
Strategy	Budget Amount	Source
Community-Based Highway Safety Programs	\$ 3,680,000	402/ MAP21-402
Statewide Implementation of Traffic Safety Initiatives	980,000	402/ MAP21-402
Statewide Communications and Outreach	100,000	MAP21-402
Younger Driver Outreach and Communications	440,000	MAP21-402
Older Driver Outreach and Communications	100,000	MAP21-402
Outreach to Minority and Other Special Populations	200,000	MAP21-402
Total 402	1,000,000	402
Total MAP21-402	4,500,000	MAP21-402
Total All Funds	\$ 5,500,000	

PROGRAM MANAGEMENT

Overview

The electronic grants management system, eGrants, will continue to improve efficiency, reduce staff resource time and improve management of New York's Highway Safety Program. The Governor's Traffic Safety Committee annually processes over 750 grant applications, representing approximately \$28 million in funding to state, local and not-for-profit agencies.

The Governor's Traffic Safety Committee (GTSC) is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns and other activities to address the problems identified. In administering the state's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data. The estimated highway safety funds budgeted for each Program Management strategy are presented in the table on p. 90.

The new surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. The law authorizes funding for FFY 2013 and FFY 2014 and includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The new Section 405 program provides incentive funding in the areas of occupant protection, traffic records, impaired driving, motorcycle safety, distracted driving and Graduated Driver Licensing laws; states must demonstrate that they meet specific eligibility criteria to qualify for funding in each of these areas. In compliance with the MAP-21 regulations, the GTSC has prepared a single application that includes New York's FFY 2014 Highway Safety Strategic Plan and the state's applications for Section 405 occupant protection, traffic records, impaired driving and motorcycle safety funding for submission by the new date of July 1, 2013.

As part of its program management function, the GTSC will undertake activities in FFY 2014 to address the following needs and challenges:

- ❖ Ensure that highway safety resources are allocated in the most efficient manner to effectively address the highway safety problems that have been identified and prioritized
- ❖ Coordinate multiple programs and partners to enhance the efficient and effective use of resources
- ❖ Assess training needs to ensure the delivery of relevant and high-quality training programs
- ❖ Make appropriate, up-to-date and adequate public information and education materials available to the traffic safety community
- ❖ Monitor grant projects to assess performance and accountability
- ❖ Provide for the timely and efficient approval of county funding proposals and the allocation and liquidation of funds
- ❖ Strengthen existing public/private partnerships and build new coalitions to support highway safety efforts

FFY 2014 Performance Targets

- ❖ Strengthen the GTSC's role in setting goals and priorities for the state's highway safety program
- ❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ❖ Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
- ❖ Provide direction, guidance and assistance to support the efforts of public and private partners to improve highway safety
- ❖ Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- ❖ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ❖ Support the use of performance measures as an evaluation tool in the state's highway safety program
- ❖ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Strategies

Through the strategies selected for the Program Management program area, GTSC provides administrative support and guidance for the implementation of New York's highway safety program. These strategies form a comprehensive and coordinated set of initiatives that collectively form the foundation for the state's performance-based program and enhance efforts at the local and state level that will contribute to the achievement of the state's performance goals.

New York's Highway Safety Strategic Plan

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts and assigning resources. The GTSC will continue to support the NYS Department of Transportation (NYSDOT) in the development of a NYS Strategic Highway Safety Plan (SHSP). The GTSC will also continue to participate in NYSDOT's interagency Motor Carrier Safety Assistance Program (MCSAP) Committee and the annual planning sessions held prior to the development of the annual Commercial Vehicle Safety Plan (CVSP), to assist with planning the annual Truck and Bus Safety Symposium, and to encourage GTSC police agency grantees to include commercial vehicles and drivers in their enforcement efforts. New York has again prepared a Traffic Records Strategic Plan to meet the application requirements for Section 405 (c) funding under MAP-21 and will use this document to guide the advancement of the state's traffic records systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners and staff. The GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSSP and provide appropriate training opportunities. Training will be

delivered in a variety of formats as appropriate, including workshops, seminars, classroom settings, podcasts and webinars. The GTSC has responded to a survey regarding New York's interest in participating in internal webinar sessions offered by NHTSA and GHSA on a variety of topics.

Planning and Administration

The planning and administration function is responsible for the overall coordination of the state's highway safety program in compliance with the new requirements established under MAP-21. The staff of the GTSC, working with the state's traffic safety networks, grantees and other partners, will continue to identify highway safety problems in New York and assist in the development of programs to address these problems. The staff also provides support services for the general administration of the highway safety program.

In overseeing the highway safety program, the GTSC planning and administrative staff is responsible for the administration of the federal letter of credit; the evaluation of local funding proposals; the evaluation of statewide funding proposals; the follow-up on administrative requirements related to funded projects; the review of progress reports; and the monitoring, auditing, accounting and vouchering functions. In addition to these administrative tasks, the GTSC serves as the focal point for the analysis and dissemination of new information and technology to the traffic safety community in New York State. The GTSC staff reviews materials from highway safety organizations; prepares position papers on highway safety problems as directed by the GTSC Chair; provides training, technical advice and expert guidance; and participates in meetings, workshops and conferences.

The member agencies of the Governor's Traffic Safety Committee will continue to meet in FFY 2014 to help set New York State's highway safety priorities and to support efforts to achieve those priorities. The member agencies also play a valuable role in reviewing statewide legislation promoting traffic safety and through participation in special work groups established to assist in the effective implementation of legislative initiatives.

The GTSC has established or participated in a number of subcommittees and advisory groups to address the increasingly complex issues of traffic safety. The groups that are currently active include the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Capital Region Older Driver Assistance Network; Traffic Records Coordinating Council; Metropolitan Planning Organizations (MPOs); NYSDOT Pedestrian and Bicycle Advisory Council; Capital District Safe Kids Coalition; Operation Lifesaver; Safe Stop and the NYS Partnership for Walk Our Children to School. These committees and organizations cover a wide range of topics and have become important components of the GTSC's planning process. Most of the groups focus on the identification of long-term initiatives. The tasks that are assigned to these groups are redefined and expanded as needed.

Plan for Public Information & Education

A comprehensive and coordinated PI&E program for New York State will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

Highway Safety Presentations and Workshops

The GTSC also supports a variety educational programs made available to New York’s traffic safety community. Examples include financial and other forms of support for workshops, forums, symposia and other types of meetings on important traffic safety topics presented by partners, such as the Institute for Traffic Safety Management and Research, the Greater New York Automobile Dealers’ Association and other not-for-profit groups.

Driver Behavior and Attitudinal Surveys

The GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will continue to conduct an annual driver behavior and attitudinal survey as called for by NHTSA and GHSA. In 2010, 2011 and 2012, questionnaires were distributed to customers at five DMV offices in the state. In 2012, the survey was revised to collect information on the important topic of distracted driving; an additional question was added in 2013 to allow for the collection of more specific information on texting and cell phone use. The survey will be repeated in 2014 using this revised questionnaire. Repeating key questions related to seat belts, speed and impaired driving allows comparisons over time. The addition of questions on cell phone use and texting in 2012 and 2013 established baseline measures on distracted driving that will allow for the tracking of this unsafe behavior in future years.

PROGRAM MANAGEMENT FFY 2014 BUDGET SUMMARY		
Strategy	Budget Amount	Source
New York’s Highway Safety Strategic Plan	\$ 20,000	402
Training Opportunities	40,000	402
Planning and Administration	700,000	402/ MAP21-402
Plan for Public Information & Education	80,000	402
Highway Safety Presentations and Workshops	30,000	402
Driver Behavior and Attitudinal Surveys	30,000	402
Total 402	300,000	402
Total MAP21-402	600,000	MAP21-402
Total All Funds	\$ 900,000	

**NEW YORK STATE
CERTIFICATIONS AND ASSURANCES**

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: New York

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**(applies to subrecipients as well as States)****Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6/25/2013

Date

Barbara J. Fiala

Printed name of Governor's Representative for Highway Safety