NEW YORK STATE

FFY 2023
HIGHWAY SAFETY STRATEGIC PLAN

New York State
Governor's Traffic Safety Committee

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New York State Department of Motor Vehicles
Governor's Traffic Safety Committee

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EQUITY IN TRAFFIC SAFETY

The tragic death of George Floyd in 2020 initiated a national conversation centered on equity, and equity in traffic safety was not to be exempt from this discussion. Traffic deaths are a public health crisis in our country, with 42,915 lives being taken in 2021, up from 38,824 in 2020, hundreds of thousands of serious injuries and millions impacted. The mission of the Governor's Traffic Safety Committee (GTSC) is the safety of everyone on the road. GTSC funds a wide range of countermeasures, including education, enforcement and community engagement, which are proven to help reduce roadway crashes, injuries and fatalities.

Deaths that are unjustified and tragic that occur at the hands of law enforcement, potentially involving traffic enforcement, have reminded us that excessive force, disparate treatment, and individual and systemic racism in policing threaten public safety and roadway safety. No highway safety program can survive without public trust. The law enforcement community is not exempt from the bias, prejudice and racism that have a long history in our nation. The persistence of these challenges negatively impacts all Americans, including the honorable and professional law enforcement officers in our communities.

GTSC condemns racism in all its forms. Race, religion, sexual orientation or any other individual unique characteristic should never be the reason for a traffic stop, consciously or unconsciously, nor should these characteristics be used to determine who to ticket, who to test, who to search or who to arrest.

GTSC encourages grant subrecipients to take proactive steps to root out bias in traffic stops, analyze and reform policies on use of force and officer intervention, when necessary, and to ensure high-quality officer recruitment and ongoing training.

GTSC will prioritize and incorporate perspectives from minorities, low-income communities and all others impacted by highway safety planning and will continue to use data to deliver programming in minority and underserved communities.

While GTSC fully supports reforms, we continue to support the proven role of traffic enforcement and the wider criminal justice system to prevent crashes, deaths and injuries, stop dangerous driving and hold drivers accountable for poor, often deadly, choices. GTSC also supports law enforcement officers who faithfully and equitably implement highway safety programs and who risk their lives every day in a demanding profession and condemns any unprovoked violence towards law enforcement.

For this truly to be a period of reform and improvement, we commit to a long-term look at our practices and what highway safety offices individually and collectively can do to ensure fair and equitable traffic enforcement.

HIGHWAY SAFETY PLANNING PROCESS

Introduction

The federal transportation authorization legislation Fixing America's Surface Transportation (FAST) Act was enacted on December 4, 2015. The FAST Act includes the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The Section 405 program consists of a number of incentive grant programs. New York State meets the eligibility requirements to receive funding in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Alcohol-Ignition Interlock, Motorcycle Safety and Non-motorized Safety.

In preparing the FFY 2023 Highway Safety Strategic Plan (HSSP), 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.

Data Sources

The national Fatality Analysis Reporting System (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. Much of the AIS data used in the HSSP were accessed through the online Traffic Safety Statistical Repository (TSSR), www.itsmr.org/tssr. The AIS is also the source for the performance measures for drugged driving and distracted driving. At the time the FFY 2023 HSSP was prepared, 2020 FARS Annual Report File (ARF) data and 2020 AIS data were the most recent complete data 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 each year. The rate from the 2021 seat belt survey was the most recent rate available for inclusion in the FFY 2023 HSSP.

Because information on race and ethnicity is not captured on New York's police crash reports, data from the state's AIS cannot be used to conduct analyses on the crash involvement of different racial and ethnic groups. The fatality data in the FARS system includes race/ethnicity designations taken from Coroner reports where available. The FARS query system was used to conduct analyses of all fatalities in motor vehicle crashes by race and ethnicity, as well as subsets of fatalities such as pedestrians.

The ticket data included in the HSSP were extracted from two sources: New York's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Final ticket data for 2020 were available from each of these systems, which together cover all of New York State. Data on impaired driving arrests in New York City were received directly from the New York City Police Department; TSLED was the data source for impaired driving arrests that occurred in the rest of the state.

Data from New York's Driver License and Vehicle Registration files and population data from the U.S. Census Bureau were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2023 HSSP. A final source of data is the Department of Motor Vehicles (DMV) online survey of drivers conducted September 1 – November 15, 2021. This survey is 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. From 2010 to 2019, New York conducted annual surveys at five NYS DMV offices. The selected offices provided representation from the three major 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).

In addition to questions on seat belt use, speeding and alcohol impaired driving, the survey instrument has been modified over the years to include questions on new topics of interest. In order to collect information on the important topic of distracted driving, questions on cell phone use and texting while driving were included beginning with the 2012 survey, and a question on drugged driving was added to the survey beginning in 2016. Three more questions on drug use (primarily cannabis) and driving were added to the survey in 2019. Information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys were conducted at each of the five DMV offices.

The 2020 and 2021 surveys were both conducted online. From September 1 through November 15, 2021, 971 drivers completed online surveys. The survey included questions on the following topics:

- 4 questions on seat belt use, including 2 new questions on back-seat seat belt use
- 2 questions on speeding
- 7 questions on impaired driving
- 6 questions on cell phone use and texting while driving

The results from these annual surveys are reported in the Annual Report submitted to NHTSA at the end of the calendar year. Data related to driver opinions, perceptions and reported behaviors collected in these surveys are also used in preparing the 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 FFY 2023 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 data (2016-2020) 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 2016-2020 data from New York's AIS. A five-year moving average was calculated for each of these core measures. For the core behavioral measure, seat belt use rate, the results from the most recent annual observation survey were reviewed to determine the trend in the state's rate. Similar analyses were conducted on the additional performance measures established to track progress in several of the program areas.

The trend analyses and status of the following core performance measures are discussed in the Statewide Highway Safety Program section: Fatalities, Fatalities/100 Million Vehicle Miles Traveled (VMT), Rural Fatalities/VMT, Urban Fatalities/VMT and Serious Injuries. The remaining core measures are discussed under the appropriate program area sections. Additional performance measures are established in some program areas. For example, bicyclist and pedestrian injuries are used to assess performance for the Non-motorized (Pedestrians and Bicyclists) Safety Program.

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 AIS crash data accessed through the online TSSR provided extensive data for

these analyses including who was involved in the crashes, where and when they were occurring, and the contributing factors in the crashes. In addition to looking at the trends over time, 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. 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.

The crash, injury and fatality data presented in the HSSP are further analyzed by key demographic variables such as gender and age to identify subsets of the population that experience larger numbers of fatalities and injuries. To aid in efforts to identify communities at greater risk, analyses by race and ethnicity were undertaken in the HSSP starting with FFY 2022, using data available from FARS. In addition, hospitalization and emergency room data maintained by the NYS Department of Health were reviewed for possible inclusion in future analyses.

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 FFY 2023 HSSP. New York's methodology for setting its FFY 2023 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the Federal Highway Administration (FHWA) and used by the NYS Department of Transportation (DOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. With the exception of the core behavioral measure, observed seat belt use rate, where the annual rate was used to set the target, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The second step in the process involved discussing the targets estimated by this forecasting method with the state's key stakeholders. Based on their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, legislative or policy changes, fluctuations in funding or other major events that could have a positive or negative impact on traffic safety, the key stakeholders adjusted each of the forecasted targets, where warranted, based on what they thought was reasonable and realistic.

Targets are also set for improvements to the performance of the state's core traffic records systems (crash, citation/adjudication, driver, injury surveillance, vehicle and roadway). These data-driven targets are established in accordance with NHTSA guidelines that require states to show quantitative improvement in at least one of the data attributes of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database. The performance period for each target is a contiguous 12-month period starting no earlier than April 1 of the calendar year prior to the application due date compared to the comparable 12-month baseline period. The decision regarding the size of the decrease that could reasonably be achieved is based on the expert judgment of the Traffic Records Coordinating Council (TRCC) and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year.

Selection of Strategies

The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively will lead to improvements in highway safety and the achievement of the performance targets. Traditionally, the major source for the identification of evidence-based strategies has been the publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. Within each program area, New York recognizes that a comprehensive approach is the most effective way to address the issues that have been identified. In selecting specific strategies, New York assesses the contribution each will make to this

comprehensive approach. Funding is allocated to planned activities that will support the strategies to address the problems identified and achieve the performance targets set for the program area.

Participants in the Process

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 and organizations, enforcement agencies and not-for-profit organizations that have submitted applications for funding. 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 GTSC member agencies. At the annual meeting, representatives from each agency report on both ongoing and new traffic safety-related programs 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 several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees are able to offer input for the planning process during monitoring visits and through other forms of contact with their designated GTSC representatives. In addition, GTSC's program representatives frequently take part in County Traffic Safety Board meetings to discuss local issues and assist with grant planning and management. GTSC's management, fiscal and program staffs also solicit ideas for the HSSP from several organizations representing local programs that work closely with GTSC. These organizations include the NYS Association of Traffic Safety Boards, NYS Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) Association, NYS Association of Chiefs of Police, NYS Sheriffs' Association and the Association of NYS Metropolitan Planning Organizations.

Engagement with Underserved Communities

In preparing the FFY 2023 HSSP, renewed efforts were undertaken to engage with communities historically underrepresented and underserved in state, county, and local government in order to improve equity in the state's highway safety program. In April 2021, GTSC conduced two virtual Town Hall meetings and invited traffic safety partners from across the state to discuss ways to integrate a stronger focus on the needs of the state's underrepresented and underserved populations into the HSSP. The purpose was to reestablish and make new connections with community-based organizations that will improve the coordination, communication, and involvement needed for law enforcement and public information and education, as well as stakeholder recruitment efforts that will be included in the HSSP.

Methods for Project Selection

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.

GTSC distributes an annual call letter to announce the availability of grant funds and the priority grant programs, including the strategies within each of those programs that are eligible for funding. Programs eligible for funding are based on the analysis of crash data and the input received from GTSC member agencies, groups such as the TRCC and the Impaired Driving Advisory Council, and localities via the NYS Association of Traffic Safety Boards and STOP-DWI. All grant applications are due to GTSC by May 1.

Project Selection, Negotiation and Award

During the grant application review process, GTSC staff conduct an analysis of crashes, fatalities and injuries in the geographic areas of highest risk that each grant project proposal represents. Each project proposal undergoes a standardized, multi-tiered review that includes a numeric and qualitative evaluation of its problem identification, operational plan, performance targets, evaluation plan and budget. Grantee past performance is also evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Proposals must be consistent with the priorities of New York's HSSP and with the evidence-based strategies that have been identified. At a minimum, all project proposals are assessed by a program specialist, financial specialist and the GTSC Director. The project review process involves different elements for different program areas as described below.

- Proposals for **Impaired Driving** projects are also assessed for their coordination with the direction of the state's Impaired Driving Advisory Council.
- Proposals for **Police Traffic Services** grants must include evidence-based enforcement strategies that are consistent with the state's evidence-based Traffic Safety Enforcement Program (TSEP).
- Project proposals for **Motorcycle Safety** are also reviewed to verify that they do not include motorcycle checkpoints and are consistent with the Share the Road message promoted by GTSC and its partners.
- Project proposals for **Non-motorized (Pedestrians and Bicyclists)** strategies are assessed for their impact on the targeted population identified in the grant and their emphasis on law-based education and outreach programs. Special consideration is given to focus communities that have been identified in New York's Pedestrian Safety Action Plan (PSAP).
- Proposals for **Occupant Protection** projects are also assessed for their efforts to address the high-risk groups that make up the approximately 7% who do not comply with the state's laws. GTSC follows the same process described above for the review of Child Passenger Safety mini-grant applications, project selection, and the negotiation and award of grant funds. Proposals for Child Passenger Safety projects are also assessed to determine whether the organization has a Safe Kids certified technician to carry out grant activities and demonstrates an understanding of their community demographics for effective outreach. Applications for Low-Income Education and Distribution Programs are also assessed to ensure that the populations that are served qualify for the receipt of child safety seats.
- Project proposals for **Traffic Records** funding are assessed for their impact on one of the New York's six core traffic safety data systems and the consistency of the proposed strategies with New York's *Traffic Safety Information Systems Strategic Plan.* Proposals are also reviewed to verify that they have been previously approved by the state's TRCC.
- Project proposals for **Community Traffic Safety Programs** are assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate whether the agency is in the best position to address the identified problems.

List of Information and Data Sources

GTSC and its partners consult a wide variety of information and data sources during the state's highway safety planning process. Updated crash and ticket data can be viewed online through the TSSR, developed and maintained by ITSMR.

The major sources of information and data include the following:

- FARS
- NHTSA's *Countermeasures That Work*
- New York's Accident Information System (AIS)
- New York's Traffic Safety Law Enforcement and Disposition (TSLED) system
- New York's Administrative Adjudication (AA) system
- NYPD ticket system
- New York's Driver License file
- New York's Vehicle Registration file
- New York's Vehicle Miles Traveled data (NYSDOT)
- New York's Vehicle & Traffic Law
- U.S. Census Bureau population data
- New York's annual driver behavior and attitudinal survey
- New York's annual seat belt observation survey
- Grant Application Proposals
    - Crash and ticket data compiled for specific police agencies
    - Progress reports
    - Financial claims
    - On-site monitoring reports
- Materials and direction from New York's Advisory Council on Impaired Driving
- New York's motorcyclist survey on current safety & awareness messaging
- New York's Pedestrian Safety Action Plan
- New York's Traffic Safety Information Systems Strategic Plan

Description of Outcomes

Coordination of Data Collection and Information Systems

The coordination of the state's traffic records systems is facilitated through the state's TRCC. The TRCC's membership includes all the New York State agencies that house and maintain data systems related to highway safety. A member of the ITSMR staff serves as the Traffic Safety Information Systems (TSIS) Coordinator and is responsible for preparing New York's Traffic Records Strategic Plan and annual updates, 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 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 AIS.

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, 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 (SHSP)

The FAST Act continues the requirements initiated under MAP-21 for states to develop a Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive, data-driven transportation safety plan developed in consultation with a broad range of safety stakeholders that provides strategic direction for the state's various

planning documents, including the HSSP. The SHSP and the state's other highway safety planning documents should be developed cooperatively and have consistent safety goals and objectives that support a performance-based highway safety program.

Under the federal SAFETEA-LU legislation that preceded MAP-21, 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 original 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 FHWA, NHTSA, the Federal Motor Carrier Safety Administration (FMCSA) 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.

Coordination of Performance Targets Among Planning Documents

States are required to set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the HSSP, the Highway Safety Improvement Program (HSIP) and the SHSP. FARS is the source for the fatalities and fatality rate measures, and New York's AIS is the source for the serious injuries measure. In spring 2022, state partners collaborated on the selection of consistent targets for fatalities, the fatality rate and serious injuries for inclusion in the FFY 2023 HSSP, SHSP update and other planning documents prepared by NYSDOT.

EVIDENCE-BASED
TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, New York has designed an evidence-based enforcement plan for the state that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the plan as warranted. New York's evidence-based Traffic Safety Enforcement Program (TSEP) includes the enforcement efforts that are planned in all program areas in the state's Highway Safety Strategic Plan (HSSP), especially Police Traffic Services (PTS).

Planned activities that collectively constitute an evidence-based TSEP:

Planned Activity #	Planned Activity Name
AL-2023-002	Statewide High-Visibility Focused Enforcement Campaigns
AL-2023-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2023-011	Statewide Public Awareness Campaigns
PTS-2023-001	Police Traffic Services
PTS-2023-002	Statewide and New York City High-Visibility Focused Enforcement Campaigns
PTS-2023-004	Evidence-Based Traffic Safety Enforcement Training for Law Enforcement
OP-2023-001	Participation in National Click It or Ticket Mobilization
OP-2023-002	Combined Enforcement
OP-2023-003	PI&E Support for Enforcement Efforts
CP-2023-001	Community-Based Programs to Improve Traffic Safety
CP-2023-004	Media Support for Traffic Safety Awareness Campaigns

Components of New York's Evidence-Based TSEP

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where, when, why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis identifies groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring, to guide the development of the state's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. The Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research (ITSMR) is available to assist agencies in conducting problem identification at the local level. The TSSR can be accessed through ITSMR's website at

https://www.itsmr.org/tssr. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2011-2020, as well as preliminary data for 2021 and 2022.

The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Statewide and county reports with ticket data for 2011-2020 and preliminary data for 2021 and 2022 are also available through the TSSR to support data-driven programs at the local and state levels. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems. Additional tools made available are tables with selected crash and ticket information reflecting the enforcement activity of individual police agencies.

To ensure that New York's traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaisons conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York's police agencies. Enforcement efforts described under other program areas are planned, implemented and monitored in accordance with the state's evidence-based TSEP.

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so that officer resources are allocated to details directly related to the identified problems. As part of the PTS application, ITSMR compiles agency-specific spreadsheets with crash and ticket data for the most recent five years of final data, as well as preliminary data for the most recent year, for use by PTS grant applicants. Based on these analyses, applicants complete a data-driven Work Plan which presents their proposed countermeasures and enforcement strategies.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused PTS grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. High-visibility enforcement (HVE) is a primary example of a proven strategy, and broad participation in national seat belt and impaired driving mobilizations is required. Other examples of proven strategies include those that use data to identify high crash locations and targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or at specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction.

Monitoring and Adjustment of the TSEP

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's TSEP. Enforcement agencies' deployment strategies are routinely evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are

used to follow up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring and (3) law enforcement subgrantee formal training programs and direct technical assistance.

Once a PTS grant is awarded, GTSC Program Representatives, accompanied by Law Enforcement Liaisons, if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other HVE activities and to determine the agency's eligibility for future awards.

HIGH-VISIBILITY ENFORCEMENT (HVE)

To qualify for federal funding, states are required to participate in national HVE mobilizations to increase the use of seat belts and reduce alcohol-impaired and drug-impaired driving. New York's involvement in the annual Click It or Ticket HVE campaign is described under the Occupant Protection program area. The state's participation in HVE national impaired driving mobilizations is discussed under the Impaired Driving program area.

HVE Countermeasure Strategies and Planned Activities to support national mobilizations:

Countermeasure Strategies
AL-1: Enforcement of Impaired Driving Laws
AL-4: Prevention, Communications, Public Information and Educational Outreach
OP-1: Seat Belt Enforcement
OP-2: Communications and Outreach
PTS-1: Enforcement of Traffic Violations

Planned Activities	
AL-2023-002	Statewide High-Visibility Focused Enforcement Campaigns
AL-2023-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2023-011	Statewide Public Awareness Campaigns
OP-2023-001	Participation in National Click It or Ticket Mobilization
OP-2023-003	PI&E Support for Enforcement Efforts
PTS-2023-001	Police Traffic Services
PTS-2023-002	Statewide and New York City High-Visibility Focused Enforcement Campaigns

AGENCIES PLANNING TO PARTICIPATE IN CLICK IT OR TICKET (CIOT) NATIONAL MOBILIZATION

New York State Police
Albany City Police Department
Albany County Sheriff's Office
Albion Village Police Department
Amityville Village Police Department
Arcade Village Police Department
Ardsley Village Police Department
Attica Village Police Department
Auburn City Police Department
Avon Village Police Department
Baldwinsville Village Police Department
Ballston Spa Village Police Department
Batavia City Police Department
Beacon City Police Department
Bedford Town Police Department
Bethlehem Town Police Department
Binghamton City Police Department
Blasdell Village Police Department
Blooming Grove Town Police Department
Brant Town Police Department
Briarcliff Manor Village Police Department
Brighton Town Police Department
Brockport Village Police Department
Bronxville Village Police Department
Broome County Sheriff's Office
Cairo Town Police Department
Camillus Town & Village Police Department
Canandaigua City Police Department
Canisteo Village Police Department
Carmel Town Police Department
Catskill Village Police Department
Cattaraugus County Sheriff's Office
Cayuga County Sheriff's Office
Cayuga Heights Village Police Department
Chautauqua County Sheriff's Office
Cheektowaga Town Police Department
Chemung County Sheriff's Office
Chenango County Sheriff's Office
Chester Town Police Department
Cicero Town Police Department

Clarkstown Town Police Department
Clinton County Sheriff's Office
Cohoes City Police Department
Colonie Town Police Department
Columbia County Sheriff's Office
Cornell University - Police
Corning City Police Department
Cortland City Police Department
Cortland County Sheriff's Office
Crawford Town Police Department
Croton on Hudson Village of
Deerpark Town Police Department
Delaware County Sheriff's Office
Depew Village Police Department
DeWitt Town Police Department
Dobbs Ferry Village Police Department
Dryden Village Police Department
East Aurora Village/Aurora Town Police Department
East Fishkill Town Police Department
East Greenbush Town Police Department
East Hampton Town Police Department
East Rochester Village Police Department
Eastchester Town Police Department
Eden Town Police Department
Ellicottville Town Police Department
Elmira City Police Department
Elmira Heights Village Police Department
Erie County Sheriff's Office
Essex County Traffic Safety
Evans Town Police Department
Fallsburg Town Police Department
Freeport Village Police Department
Fulton City Police Department
Fulton County Sheriff's Office
Garden City Village Police Department
Gates Town Police Department
Geddes Town Police Department
Genesee County Sheriff's Office
Geneseo Village Police Department
Geneva City Police Department
Glen Cove City Police Department
Glenville Town Police Department
Goshen Village Police Department
Great Neck Estates Village Police Department

Greece Town Police Department
Green Island Village Police Department
Greenburgh Town Police Department
Greene County Sheriff's Office
Greenwood Lake Village Police Department
Guilderland Town Police Department
Hamburg Town Police Department
Hamburg Village Police Department
Harriman Village Police Department
Hastings-on-Hudson Village Police Department
Head of the Harbor Village of
Hempstead Village Police Department
Homer Village Police Department
Hornell City Police Department
Horseheads Village Police Department
Hudson City Police Department
Hyde Park Town Police Department
Ilion Village Police Department
Irondequoit Town Police Department
Irvington Village Police Department
Jamestown City Police Department
Johnson City Village Police Department
Kenmore Village Police Department
Kingston City Police Department
Lackawanna City Police Department
Lake Success Village Police Department
Lakewood Busti Police Department
Lancaster Town Police Department
Larchmont Village Police Department
Le Roy Village Police Department
Lewisboro Town Police Department
Lewiston Town Police Department
Liverpool Village Police Department
Livingston County Sheriff's Office
Long Beach City Police Department
Lynbrook Village Police Department
Madison County Sheriff's Office
Malverne Village Police Department
Mamaroneck Village Police Department
Manlius Town Police Department
Marlborough Town Police Department
Medina Village Police Department
Menands Village Police Department
Metro. Trans. Authority Police Dept

Middletown City Police Department
Monroe County Sheriff's Office
Monroe Village Police Department
Montgomery County Sheriff's Office
Montgomery Town Police Department
Montgomery Village Police Department
Mt. Morris Village Police Department
Mt. Pleasant Town Police Department
Muttontown Village Police Department
New Castle Town Police Department
New Hartford Town Police Department
New Paltz Town & Village Police Department
New Rochelle City Police Department
New Windsor Town Police Department
New York Mills Village Police Department
Newburgh City Police Department
Newburgh Town Police Department
Niagara County Sheriff's Office
Niagara Falls City Police Department
Niskayuna Town Police Department
North Castle Town Police Department
North Syracuse Village Police Department
North Tonawanda City Police Department
Ogden Town Police Department
Ogdensburg City Police Department
Old Brookville Village Police Department
Old Westbury Village Police Department
Oneida City Police Department
Oneida County Sheriff's Office
Onondaga County Sheriff's Office
Ontario County Sheriff's Office
Orange County Sheriff's Office
Orangetown Town Police Department
Orchard Park Town Police Department
Orleans County Sheriff's Office
Ossining Village Police Department
Oswego City Police Department
Oswego County Sheriff's Office
Oyster Bay Cove Village Police Department
Peekskill City Police Department
Penn Yan Village Police Department
Perry Village Police Department
Piermont Village Police Department
Pleasantville Village Police Department

Port Chester Village Police Department
Port Jervis City Police Department
Port Washington Police District
Potsdam Village Police Department
Poughkeepsie City Police Department
Poughkeepsie Town Police Department
Putnam County Sheriff's Office
Quogue Village Police Department
Ramapo Town Police Department
Rensselaer City Police Department
Rensselaer County Sheriff's Office
Riverhead Town Police Department
Rockland County Sheriff's Office
Rockville Centre Police Department
Rome City Police Department
Rosendale Town Police Department
Rotterdam Town Police Department
Rye Brook Village Police Department
Rye City Police Department
Sands Point Village Police Department
Saratoga County Sheriff's Office
Saratoga Springs City Police Department
Saugerties Town Police Department
Scarsdale Village Police Department
Schenectady City Police Department
Schodack Town Police Department
Schoharie Village Police Department
Scotia Village Police Department
Seneca County Sheriff's Office
Seneca Falls Town Police Department
Sleepy Hollow Police Department
Solvay Village Police Department
Southampton Town Police Department
Southold Town Police Department
Spring Valley Village Police Department
Springville Village Police Department
St. Lawrence County Sheriff's Office
Steuben County Sheriff's Office
Stony Point Town Police Department
Suffern Village Police Department
Suffolk County Sheriff's Office
Sullivan County Sheriff's Office
SUNY Police Oswego State University
Syracuse City Police Department

SUNY Farmingdale Public Safety
Ticonderoga Town Police Department
Tioga County Sheriff's Office
Tompkins County Sheriff's Office
Tonawanda City Police Department
Tonawanda Town Police Department
Troy City Police Department
Tuckahoe Village Police Department
Tuxedo Town Police Department
Ulster County Sheriff's Office
Utica City Police Department
Vestal Town Police Department
Wappingers Falls Village Police Department
Warren County Sheriff's Office
Warsaw Village Police Department
Washington County Sheriff's Office
Washingtonville Village Police Department
Waterford Town & Village Police Department
Waterloo Village Police Department
Watertown City Police Department
Watervliet City Police Department
Watkins Glen Village Police Department
Wayne County Sheriff's Office
Webster Town Police Department
Wellsville Village Police Department
West Seneca Town Police Department
Westchester County Department of Public Safety
Westhampton Beach Village Police Department
White Plains Department Public Safety
Whitesboro Village Police Department
Whitestown Town Police Department
Woodbury Town Police Department
Wyoming County Sheriff's Office
Yates County Sheriff's Office
Yonkers City Police Department
Yorkville Village Police Department

PERFORMANCE REPORT

Fatality Analysis Reporting System (FARS) and New York State Accident Information System (AIS) data for 2020 are the most recent data available to assess progress toward the performance targets set in the FFY 2022 HSSP. Where the corresponding years of data are not yet available to assess progress, each target is categorized as **"in progress"**.

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target YES/NO/ In Progress
C-1) Total Traffic Fatalities	5 year	2018-2022	1,005.4	2016-2020 FARS 998.2	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	11,173.9	2016-2020 State 11,198.2	In Progress
C-3) Fatalities/VMT	5 year	2018-2022	0.818	2016-2020 FARS, FHWA 0.844	In Progress

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	159.0	2016-2020 FARS 160.6	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	294.4	2016-2020 FARS 290.4	In Progress
C-6) Speeding-Related Fatalities	5 year	2018-2022	300.0	2016-2020 FARS 309.8	In Progress
C-7) Motorcyclist Fatalities	5 year	2018-2022	144.9	2016-2020 FARS 153.8	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	10.1	2016-2020 FARS 12.6	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	93.9	2016-2020 FARS 95.6	In Progress
C-10) Pedestrian Fatalities	5 year	2018-2022	277.2	2016-2020 FARS 265.2	In Progress

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target YES/NO/ In Progress
C-11) Bicyclist Fatalities	5 year	2018-2022	39.0	2016-2020 FARS 42.0	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	95.16%	2021 State Survey 93.24%	In Progress
Number of persons injured in alcohol-related crashes	5 year	2018-2022	5,409.0	2016-2020 State 5,243.8	In Progress
Number of fatalities in drug-related crashes	5 year	2018-2022	264.9	2016-2020 State 296.6	In Progress
Number of fatal and personal injury crashes involving cell phone use and texting	5 year	2018-2022	487.1	2016-2020 State 491.4	In Progress
Number of motorcyclists injured in crashes	5 year	2018-2022	4,002.8	2016-2020 State 3,939.2	In Progress
Number of pedestrians injured in crashes	5 year	2018-2022	14,990.0	2016-2020 State 14,592.2	In Progress
Number of bicyclists injured in crashes	5 year	2018-2022	5,740.2	2016-2020 State 5,944.6	In Progress
Number of fatal and personal injury crashes involving a motorcycle and another vehicle in high-risk counties	5 year	2018-2022	1,279.9	2016-2020 State 1,289.0	In Progress
Mean # of days from crash date to date crash report is entered into AIS	Annual	4/1/2021-3/31/2022	16.95	4/1/2021-3/31/2022 State 9.99	Met
Percentage of crash records in AIS with no errors in data element *Lat/Long Coordinates*	Annual	4/1/2021-3/31/2022	91.99%	4/1/2021-3/31/2022 State 94.05%	Met

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target YES/NO/ In Progress
Percentage of crash records in AIS with no missing data in data element *Roadway Type*	Annual	4/1/2021-3/31/2022	97.71%	4/1/2021-3/31/2022 State 95.81%	Not Met
Mean # of days from citation date to date citation is entered into TSLED	Annual	4/1/2021-3/31/2022	8.21	4/1/2021-3/31/2022 State 10.18	Not Met
Mean # of days from date of charge disposition to date disposition entered into TSLED	Annual	4/1/2021-3/31/2022	39.63	4/1/2021-3/31/2022 State 26.38	Met
Mean # of days from citation date to date citation is entered into AA database	Annual	4/1/2021-3/31/2022	13.94	4/1/2021-3/31/2022 State 9.10	Met

Grant-Funded Enforcement Activity Measures for FFY 2021

A-1 Number of seat belt citations issued during grant-funded enforcement activities: 15,035

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,440

A-3 Number of speeding citations issued during grant-funded enforcement activities: 51,038

Statewide Performance Measures

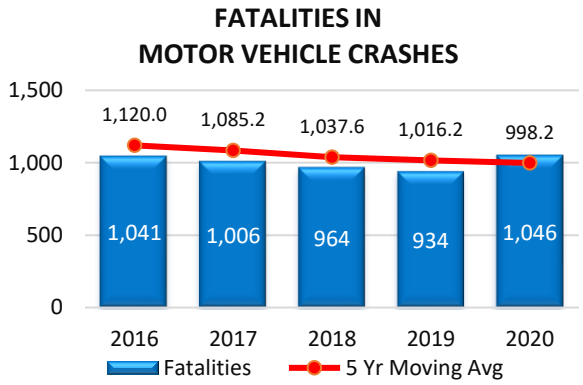
Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. These include fatalities in motor vehicle crashes, the statewide fatality rate, and the urban and rural fatality rates per 100 million Vehicle Miles Traveled (VMT). The state also relies on data from New York's crash database, 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 number of fatalities, the fatality rate per VMT and the number of serious injuries are common measures used in the HSSP and the HSIP and SHSP prepared by the NYS Department of Transportation. A coordinated process is undertaken each year to ensure consistent targets are set in each of the planning documents.

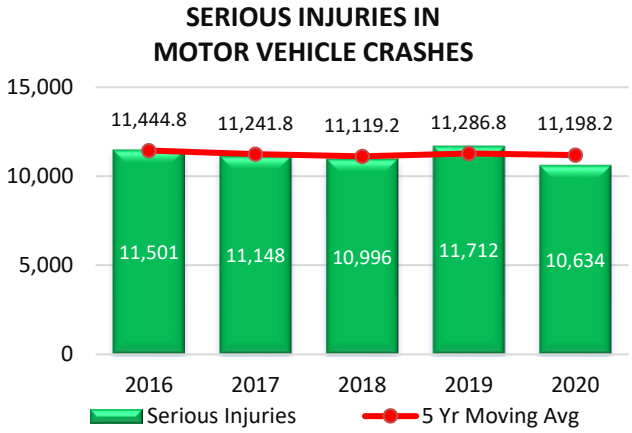
The status of the other core performance measures and the additional measures used to track progress are presented under the appropriate program areas.

Number of traffic fatalities

The FARS data indicate that motor vehicle fatalities in New York declined from a five-year moving average of 1,016.2 in 2019 to 998.2 in 2020. In spite of a large annual increase from 934 in 2019 to 1,046 in 2020, the 2020 average number met and exceeded the target of 1,005.4 set for 2018-2022.



Source: FARS



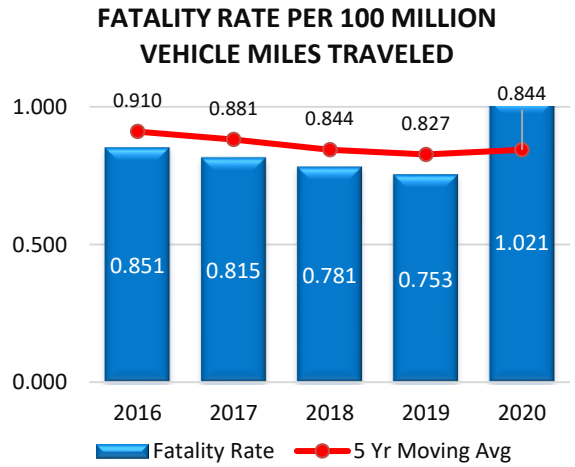
Source: NYS AIS / TSSR

Number of serious injuries

Based on data from New York's AIS, the five-year moving average for the number of persons seriously injured in crashes fluctuated between 2016 and 2020, ending at 11,198.2 and showing progress toward the target of 11,173.9 set for 2018-2022.

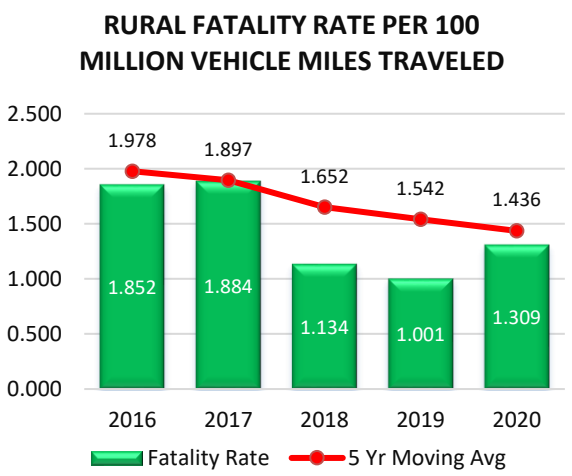
Fatalities/100 Million VMT

Based on the 2020 FARS and FHWA data, the statewide fatality rate increased from a five-year rolling average of 0.827 to 0.844 per 100 million Vehicle Miles Traveled (VMT) between 2019 and 2020, indicating that the target of 0.818 set for 2018-2022 may be difficult to achieve.

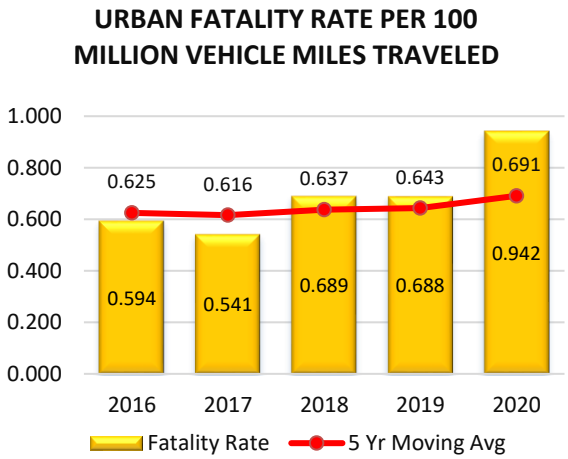


Source: FARS/FHWA

The FARS data indicate that the five-year average rural fatality rate declined in 2020 while the urban fatality rate increased. The five-year average rural fatality rate decreased from 1.542 in 2019 to 1.436 in 2020. Meanwhile, the five-year average urban fatality rate increased from 0.643 in 2019 to 0.691 in 2020.



Source: FARS/FHWA



Source: FARS/FHWA

Description of Highway Safety Problems

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 funding awarded to New York by the National Highway Traffic Safety Administration (NHTSA).

The top priorities of the FFY 2023 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and contributing factors while maintaining and expanding on the success in areas where reductions have been achieved. The following tables show, for each performance measure, 5-year moving averages for 2016, 2019 and 2020 and the percentage changes from 2016 to 2019 and from 2019 to 2020. Additional analyses are presented separately in each program area section. New York has demonstrated reductions during the two time periods and/or kept the averages essentially unchanged for the following five FARS and five AIS performance measures:

Performance Measure	5-yr Moving Avg (final yr)			% change 2016-2019	% change 2019-2020
	2016	2019	2020		
Traffic Fatalities (FARS)	1,120.0	1,016.2	998.2	-9.3%	-1.8%
Persons Seriously Injured in Crashes (AIS)	11,444.8	11,286.8	11,198.2	-1.4%	-0.8%
Pedestrian Fatalities (FARS)	304.2	281.2	265.2	-7.6%	-5.7%
Pedestrians Injured in Crashes (AIS)	15,110.0	15,141.4	14,592.2	0.2%	-3.6%
Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	174.2	160.0	160.6	-8.2%	0.4%
Alcohol-Impaired Driving Fatalities (FARS)	326.4	296.2	290.4	-9.3%	-2.0%
Persons Injured in Alcohol-Related Crashes (AIS)	5,835.2	5,463.6	5,243.8	-6.4%	-4.0%
Motorcyclists Injured in Crashes (AIS)	4,535.4	4,043.2	3,939.2	-10.9%	-2.6%
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (AIS)	1,339.8	1,292.8	1,289.0	-3.5%	-0.3%
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	114.6	95.2	95.6	-16.9%	0.4%

New York's observed seat belt use rate was 93.24% in 2021, a small decrease from the all-time high rate of 94.22% in 2019. (No seat belt observation survey was conducted in New York in 2020.)

For five FARS and one AIS performance measure, New York's five-year averages declined between 2016 and 2019 but increased between 2019 and 2020. New York recognizes the need for continued close monitoring and greater attention in these areas:

Performance Measure	5-yr Moving Avg (final yr)			% change 2016-2019	% change 2019-2020
	2016	2019	2020		
Fatalities per 100 Million VMT (FARS/FHWA)	0.910	0.825	0.842	-9.3%	2.1%
Speeding-Related Fatalities (FARS)	341.0	303.6	309.8	-11.0%	2.0%
Motorcyclist Fatalities (FARS)	157.4	146.4	153.8	-7.0%	5.1%
Unhelmeted Motorcyclist Fatalities (FARS)	15.2	10.2	12.6	-32.9%	23.5%
Bicyclist Fatalities (FARS)	41.2	39.8	42.0	-3.4%	5.5%
Bicyclists Injured in Crashes (AIS)	5,843.2	5,798.2	5,944.6	-0.8%	2.5%

Areas of greatest concern are the following two, where trends were moving upward from 2016 to 2019 and moving upward or remaining unchanged between 2019 and 2020:

Performance Measure	5-yr Moving Avg (final yr)			% change 2016-2019	% change 2019-2020
	2016	2019	2020		
Fatalities in Drug-Related Crashes (AIS)	226.4	267.6	296.6	18.2%	10.8%
F&PI Crashes Involving Cell Phone Use and Texting (AIS)	446.0	492.0	491.4	10.3%	-0.1%

An analysis of traffic tickets issued during the years 2016, 2019 and 2020 reveals decreases of varying proportions, with few increases. As shown in the table below, the total number of tickets issued for traffic violations statewide declined 2% between 2016 and 2019. A four-year increase of 11% was reported for Long Island between 2016 and 2019, and a decrease of 1% for New York City and 7% for the Upstate region. Traffic tickets statewide declined 35% between 2019 and 2020, with the greatest decreases occurring in New York City and Long Island (48% and 39%, respectively).

Tickets Issued	2016	2019	2020	% change 2016-2019	% change 2019-2020
Total Tickets Issued for Traffic Violations	3,576,620	3,502,973	2,274,612	-2.06%	-35.07%
Upstate	*1,924,005*	*1,792,708*	*1,322,877*	*-6.82%*	*-26.21%*
New York City	*1,081,141*	*1,073,375*	*561,911*	*-0.72%*	*-47.65%*
Long Island	*570,408*	*635,343*	*387,774*	*11.38%*	*-38.97%*
Unknown Region	*1,066*	*1,547*	*2,050*		
Speeding	712,370	672,925	565,548	-5.54%	-15.96%
Safety Restraint	162,483	148,270	87,527	-8.75%	-40.97%
Impaired Driving – Alcohol (TSLED only)	58,192	52,308	36,069	-10.11%	-31.04%
Impaired Driving – Drugs (TSLED only)	4,855	4,584	4,205	-5.58%	-8.27%
Cell Phone	113,370	71,059	35,257	-37.32%	-50.38%
Texting	92,363	109,026	58,737	18.04%	-46.13%

For the state as a whole, tickets issued for speeding decreased 16% between 2019 and 2020, a much smaller decline than that reported for tickets issued for all violations, 35%. Meanwhile, safety restraint tickets declined 41% between 2019 and 2020, a greater decrease than that of all tickets. Tickets issued for alcohol-impaired driving violations in the TSLED system decreased between 2019 and 2020 at close to the rate of all tickets (31% vs. 35%), while TSLED tickets issued for drug-impaired driving dropped at a much smaller rate, 8%. Tickets issued for cell phone and texting violations declined between 2019 and 2020 at rates larger than that of all tickets (50% and 46%, respectively, vs. 35%).

Based on the analyses, New York has identified a number of special emphasis areas for the coming year including drug-impaired driving, texting and other forms of distracted driving, speeding, and safety for motorcyclists and bicyclists. In addition, ongoing efforts under all the program areas will continue to ensure that the gains that have been made are maintained and expanded.

The results of these analyses provide the basis for setting the performance measures, selecting the countermeasure strategies and identifying the planned activities that will be developed into projects to address the specific traffic safety issues that have been identified. These analyses also enable New York to maintain a comprehensive data-driven highway safety program that will lead to further reductions in motor vehicle crashes, fatalities and injuries.

FFY 2023 PERFORMANCE PLAN

The Performance Plan includes the 12 core performance measures established by NHTSA, the additional measures selected by New York and the targets set for each of these measures in New York's FFY 2023 Highway Safety Strategic Plan.

Justification of Performance Targets Set for FFY 2023

As previously described, New York's methodology for setting its FFY 2023 targets used a two-step process. In accordance with the method used by the NYSDOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The targets generated by the statistical software for the 2019-2023 rolling averages for each of the measures were then reviewed to determine if they were reasonable and realistic. After review by stakeholders and experts, targets were adjusted where warranted.

A key factor in setting the targets for the common measures (Traffic Fatalities, Serious Injuries in Traffic Crashes and Fatalities per 100M VMT) used in the HSSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. Taking into account NYSDOT's concern about the repercussions of not meeting its performance targets, agreement was reached to set a one percent reduction goal for these common measures. Because the performance of the fatality measures set for the various program areas contribute to the outcome for total fatalities, the decision was made to set a consistent target of a one percent reduction for all crash performance measures including both fatality and injury measures, with the exception of Bicyclists Injured in Crashes, where the reduction target generated by the Excel FORECAST function was considered reasonable and realistic. Similarly, the performance target generated by the statistical software for the annual measure Observed Seat Belt Use (B-1) was considered a reasonable and realistic goal for increased seat belt use.

The targets set for improvements in the performance of the state's core traffic records systems (crash, citation/adjudication, driver, injury surveillance, vehicle and roadway) were established in accordance with NHTSA guidelines. States are required to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database based on a comparison of a contiguous 12-month period starting no earlier than April 1 of the calendar year prior to the application due date with a comparable 12-month baseline period. For each measure, the decision regarding the size of the decrease that could reasonably be achieved is based on the expert judgment of the Traffic Records Coordinating Council (TRCC) and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year.

Other factors were also considered and provided further justification for setting conservative targets for all performance measures in 2022. Based on the preliminary state data for 2021 and indications from crash analyses on the national level, the COVID-19 pandemic appears to have had a significant impact on traffic safety in both 2020 and 2021. The uncertainty regarding the effects of the pandemic, coupled with the discussions on high visibility and New York's passage of a law legalizing the use of cannabis in New York State, also played a role in the decision to set conservative targets.

Regardless of the targets that are set, GTSC and New York's traffic safety community are committed to the ultimate goal of zero fatalities and will continue to strive toward achieving that goal.

PERFORMANCE PLAN

			BASE YEARS				
	FY 2023 HSP PERFORMANCE PLAN CHART		**2016**	**2017**	**2018**	**2019**	**2020**
C-1	Traffic Fatalities	FARS Annual	1,041	1,006	964	934	1,046
	Reduce total fatalities to 988.2 (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	1,120.0	1,085.2	1,037.6	1,016.2	998.2
C-2	Serious Injuries in Traffic Crashes	State Annual	11,501	11,148	10,996	11,712	10,634
	Reduce serious traffic injuries to 11,086.2 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	11,444.8	11,241.8	11,119.2	11,286.8	11,198.2
C-3	Fatalities/100M VMT	FARS Annual	0.851	0.815	0.781	0.753	1.021
	Reduce fatalities/100 MVMT to 0.836 (2019 -2023 rolling average) by 2023.	5-Year Rolling Avg.	0.910	0.881	0.844	0.827	0.844
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	151	172	154	150	176
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1% from 160.6 (2016-2020 rolling average) to 159.0 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	174.2	167.4	161.0	160.0	160.6
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	296	289	325	256	286
	Reduce alcohol impaired driving fatalities by 1% from 290.4 (2016-2020 rolling average) to 287.5 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	326.4	316.2	307.4	296.2	290.4
C-6	Speeding-Related Fatalities	FARS Annual	314	310	278	269	378
	Reduce speeding-related fatalities by 1% from 309.8 (2016-2020 rolling average) to 306.7 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	341.0	330.4	314.2	303.6	309.8
C-7	Motorcyclist Fatalities	FARS Annual	136	145	152	136	200
	Reduce motorcyclist fatalities by 1% from 153.8 (2016-2020 rolling average) to 152.3 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	157.4	152.4	148.8	146.4	153.8
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	9	9	7	11	27
	Reduce unhelmeted motorcyclist fatalities by 1% from 12.6 (2016-2020 rolling average) to 12.5 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	15.2	14.0	12.2	10.2	12.6
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	104	99	88	84	103

			BASE YEARS				
	FY 2023 HSP PERFORMANCE PLAN CHART		**2016**	**2017**	**2018**	**2019**	**2020**
	Reduce drivers age 20 and younger involved in fatal crashes by 1% from 95.6 (2016-2020 rolling average) to 94.6 (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	114.6	106.4	97.8	95.2	95.6
C-10	Pedestrian Fatalities	FARS Annual	307	246	268	274	231
	Reduce pedestrian fatalities by 1% from 265.2 (2016-2020 rolling average) to 262.5 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	304.2	292.8	279.2	281.2	265.2
C-11	Bicyclist Fatalities	FARS Annual	39	46	30	48	47
	Reduce bicyclist fatalities by 1% from 42.0 (2016-2020 rolling average) to 41.6 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	41.2	41.4	39.4	39.8	42.0
			2017	**2018**	**2019**	**2020**	**2021**
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicle front seat outboard occupants from 93.24% in 2021 to 93.98% in 2023.	State Annual	93.41	92.93	94.22	94.22	93.24
			2016	**2017**	**2018**	**2019**	**2020**
	Persons Injured in Alcohol-Related Crashes	State Annual	5,857	5,647	5,340	5,151	4,224
	Reduce persons injured in alcohol-related crashes by 1% from 5,243.8 (2016-2020 rolling average) to 5,194.4 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	5,835.2	5,704.0	5,568.2	5,463.6	5,243.8
	Fatalities in Drug-Related Crashes	State Annual	267	235	314	258	409
	Reduce fatalities in drug-related crashes by 1% from 296.6 (2016-2020 rolling average) to 293.6 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	226.4	232.4	253.6	267.6	296.6
	Fatal & PI Crashes Involving Cell Phone Use and Texting	State Annual	497	526	501	500	433
	Reduce fatal & PI crashes involving cell phone use and texting by 1% from 491.4 (2016-2020 rolling average) to	5-Year Rolling Avg.	446.0	468.6	479.0	492.0	491.4

			BASE YEARS				
	FY 2023 HSP PERFORMANCE PLAN CHART		**2016**	**2017**	**2018**	**2019**	**2020**
	486.5 (2019-2023 rolling average) by 2023.						
	Motorcyclists Injured in Crashes	State Annual	4,342	4,099	3,827	3,740	3,688
	Reduce motorcyclists injured in crashes by 1% from 3,939.2 (2016-2020 rolling average) to 3,899.8 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	4,535.4	4,287.8	4,142.6	4,043.2	3,939.2
	F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties	State Annual	1,331	1,338	1,289	1,263	1,224
	Reduce F&PI crashes involving a motorcycle and another vehicle in high-risk counties by 1% from 1,289.0 (2016-2020 rolling average) to 1,276.1 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	1,339.8	1,310.4	1,293.0	1,292.8	1,289.0
	Pedestrians Injured in Crashes	State Annual	15,346	15,581	15,767	15,600	10,667
	Reduce pedestrians injured in crashes by 1% from 14,592.2 (2016-2020 rolling average) to 14,446.3 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	15,110.0	15,104.8	15,002.6	15,141.4	14,592.2
	Bicyclists Injured in Crashes	State Annual	6,200	6,021	5,619	5,851	6,032
	Reduce bicyclists injured in crashes from 5,944.6 (2016-2020 rolling average) to 5,910.7 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	5,843.2	5,861.6	5,757.4	5,798.2	5,944.6
			4/1/2021-3/31/2022				
	Mean number of days from crash date to date crash report is entered into AIS	State Annual	9.99				
	Reduce mean number of days from crash date to date crash report is entered into AIS 1 percent from 9.99 in 4/1/2021-3/31/2022 to 9.89 in 4/1/2022-3/31/2023.						
	Percentage of crash records in AIS with no errors in the critical data element *Lat/Long Coordinates*	State Annual	94.05%				
	Increase percentage of crash records in AIS with no errors in the critical data element *Lat/Long Coordinates* 1						

			BASE YEARS				
	FY 2023 HSP PERFORMANCE PLAN CHART		**2016**	**2017**	**2018**	**2019**	**2020**
	percent from 94.05% in 4/1/2021-3/31/2022 to 94.99% in 4/1/2022-3/31/2023.						
			4/1/2021-3/31/2022				
	Percentage of crash records in AIS with no missing data in the critical data element *Roadway Type*	State Annual	95.81%				
	Increase percentage of crash records in AIS with no missing data in the critical data element *Roadway Type* 1 percent from 95.81% in 4/1/2021-3/31/2022 to 96.77% in 4/1/2022-3/31/2023.						
	Mean number of days from citation date to date citation is entered into the TSLED database	State Annual	10.18				
	Reduce mean number of days from citation date to date citation is entered into the TSLED database 1 percent from 10.18 in 4/1/2021-3/31/2022 to 10.07 in 4/1/2022-3/31/2023.						
	Mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database	State Annual	26.38				
	Reduce mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database 2 percent from 26.38 in 4/1/2021-3/31/2022 to 25.85 in 4/1/2022-3/31/2023.						
	Mean number of days from citation date to date citation is entered into the AA database	State Annual	9.10				
	Reduce mean number of days from citation date to date citation is entered into the AA database 1 percent from 9.10 in 4/1/2021-3/31/2022 to 9.00 in 4/1/2022-3/31/2023.						

IMPAIRED DRIVING

Overview

For more than four 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 promoting and coordinating components of New York's Impaired Driving Program. 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; New York's Drug Recognition Expert (DRE) program; the New York State agencies comprised of GTSC, 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 (OCA), the Thruway Authority, the Office of Addiction Services and Supports (OASAS), the Department of Corrections and Community Supervision, and the Division of Parole; the State Police and six regional toxicology labs; the NY Prosecutors Training Institute; the Impaired Driver Program (IDP); and MADD, SADD and other advocacy groups.

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. Each year, a total of approximately $19,000,000 in fine monies is returned to the county STOP-DWI programs to support local initiatives. 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 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.

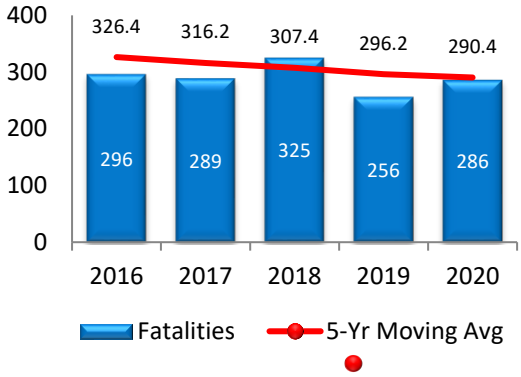
In FFY 2023, GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state levels in high-visibility impaired driving enforcement efforts. In the coming year, New York will participate in the Labor Day and Holiday Season national mobilizations. In addition, STOP-DWI high-visibility enforcement and engagement campaigns will be conducted during several other holiday periods throughout the year.

Another important component of New York's efforts to address impaired driving is its participation in the International Drug Evaluation & Classification (DEC) Program. Commonly known in New York as the DRE program, New York has been participating since 1987. Under this program, DRE police officers are trained to observe the signs of drug and/or alcohol impairment. Currently, New York has 351 trained DREs across the state. In its oversight role of the DRE program, GTSC has appointed a DRE State Coordinator to manage all functions of the statewide DRE program. In FFY 2023, GTSC will continue to promote the DRE program and

support its efforts to combat the problem of drug-impaired driving. The DRE program has planned to increase the number of DRE schools in FFY 2023, to increase the coverage of DREs across New York State.

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 Impaired Driving Advisory Council continues to provide a formal mechanism for discussing and investigating solutions to issues affecting the state's multi-component impaired driving system.

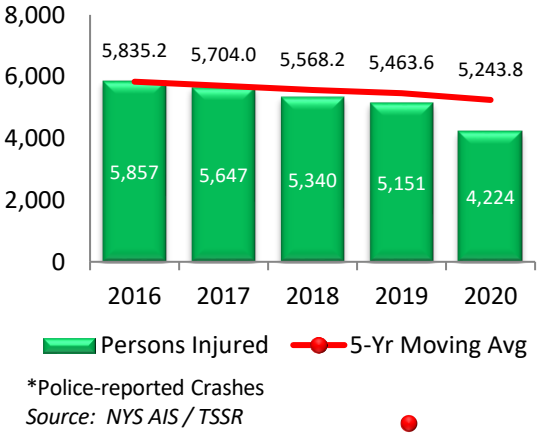
ALCOHOL-IMPAIRED DRIVING FATALITIES*



*Based on BAC (.08+) of all involved drivers and motorcycle operators

Source: FARS

PERSONS INJURED IN ALCOHOL-RELATED CRASHES*



*Police-reported Crashes

Source: NYS AIS / TSSR

Performance Report

Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

The core outcome measure used to monitor progress in the Impaired Driving program 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. Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from a five-year moving average of 296.2 in 2019 to an average of 290.4 in 2020. This change shows that New York has already met and exceeded the target of 294.4 set for 2018-2022.

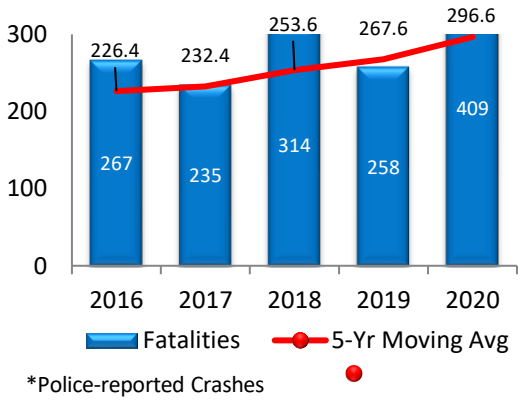
Number of persons injured in alcohol-related crashes

The number of persons injured in alcohol-related crashes is an additional, non-core measure used to track progress in the Impaired Driving program area. The 5-year moving average number of persons injured in alcohol-related crashes declined between 2016 and 2019, from 5,835.2 to 5,463.6. In 2020 the average declined further to 5,243.8. The 5-year moving average from 2016-2020 shows that New York has already met and exceeded the reduction target of 5,409.0 set for 2018-2022.

Number of fatalities in drug-related crashes

Fatalities in drug-related crashes are also tracked to determine the impact of efforts to reduce drugged driving on New York State roadways. Based on data from New York's AIS, the five-year moving average for these fatalities increased 11% from 2019 to 2020, from 267.6 to 296.6, indicating that the target of 264.9 set for 2018-2022 will be difficult to achieve.

FATALITIES IN DRUG-RELATED CRASHES*



*Police-reported Crashes

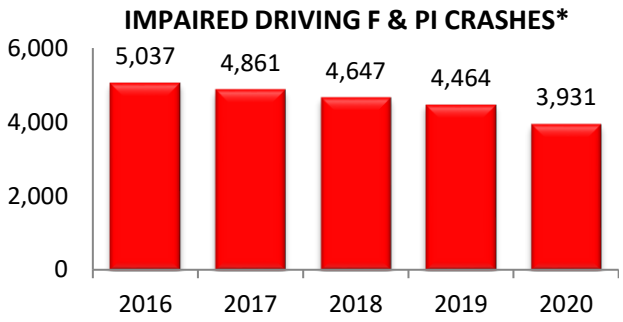
Source: NYS AIS / TSSR

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the impaired driving program 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.

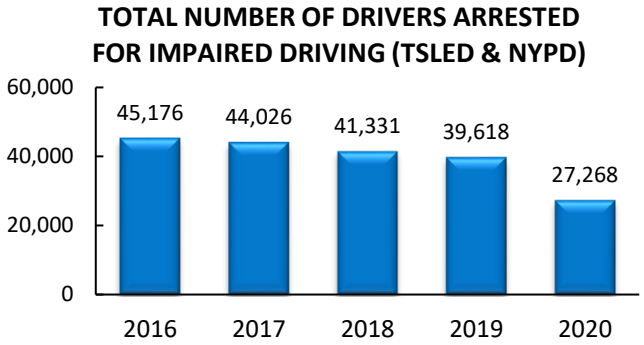
Impaired Driving Crashes and Arrests

Impaired driving crashes include crashes involving alcohol, drugs or a combination of alcohol and drugs. Drivers arrested for impaired driving violations include all drivers receiving one or more tickets for any 1192 violation of the NYS Vehicle and Traffic Law (VL 1192.1-1192.4). Between 2016 and 2019 the number of impaired driving fatal and personal injury crashes dropped 11%, from 5,037 to 4,464. In 2020, the number of impaired driving fatal and personal injury crashes declined to 3,931, a decrease of 12% over the previous year. Between 2016 and 2019, the number of drivers arrested for impaired driving dropped 12%, from 45,176 to 39,618. In 2020 it declined further to 27,268, a decrease of 31% from the previous year.



* Police-reported Crashes

Source: NYS AIS / TSSR



Source: NYS TSLED and NYPD / TSSR

In the past five years an average of 83% of the impaired driving arrests each year were made by agencies that are part of New York's Traffic Safety Law Enforcement and Disposition (TSLED) ticket system. Analyses of conviction information available in TSLED indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) declined gradually from 92% in 2016 to 89% in 2019. In 2020 the conviction rate declined further to 87%. As shown in the table below, in 2016 44% of the drivers whose cases were adjudicated were convicted on the original VTL 1192 charge. This proportion declined to 35% in 2019 and 34% in 2020. Those convicted on another impaired driving charge in 2016-2020 ranged from 47% in 2016 to 51% in 2019. 2%-3% of the drivers were convicted on a non-VTL 1192 charge. From 2016 to 2018, 8%-9% of the cases adjudicated were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event. In 2019 and 2020 this proportion rose to 11% and 13%, respectively.

ADJUDICATION OF PERSONS ARRESTED FOR IMPAIRED DRIVING BY TSLED AGENCIES

TSLED Cases Adjudicated	2016 (N=29,296)	2017 (N=28,084)	2018 (N=26,549)	2019 (N=22,344)	2020 (N=13,177)
Convicted	92.4%	91.8%	90.7%	89.4%	87.2%
On original V&T 1192 charge	*43.5%*	*42.2%*	*40.7%*	*35.4%*	*34.3%*
On another V&T 1192 charge	*47.0%*	*47.1%*	*47.6%*	*50.9%*	*49.9%*
Convicted on non-V&T 1192 charge	*1.9%*	*2.5%*	*2.4%*	*3.1%*	*3.0%*
Dismissed/Acquitted/Convicted on Charge from Different Event	7.7%	8.3%	9.2%	10.5%	12.7%

Source: NYS TSLED System / TSSR

Comparisons of Alcohol-Related and Drug-Related Fatal and PI Crashes

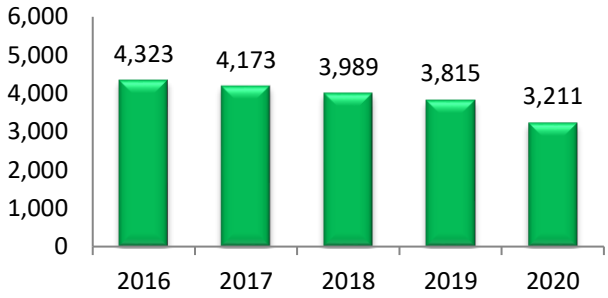
Additional analyses were conducted for alcohol-related crashes and arrests and drug-related crashes and arrests. It should be noted that the results of these two sets of analyses cannot be added together to derive the total impaired driving crashes or arrests. Since a portion of the crashes and the arrests involve both alcohol and drugs, adding them together would result in double counting some of the crashes and arrests.

Alcohol-Related Crashes

The status of the two performance measures, alcohol-impaired driving fatalities and the number of persons injured in alcohol-related crashes, was discussed previously.

Another measure that is tracked is alcohol-related fatal and personal injury crashes. In 2020, the number of alcohol-related fatal and personal injury crashes decreased 16% from the previous year, from 3,815 to 3,211.

ALCOHOL-RELATED FATAL & PI CRASHES*



* Police-reported Crashes

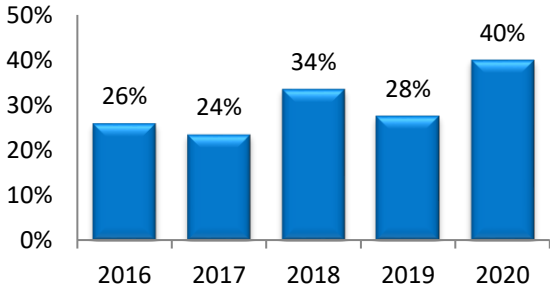
Source: NYS AIS / TSSR

Drug-Related Crashes

The involvement of drugs in crashes is an area of growing concern for New York's highway safety program; between 2019 and 2020, the 5-year average number of fatalities in drug-related crashes increased from 267.6 to 296.6 (11%). The importance of this issue is also evident in the increase in the proportion of motor vehicle fatalities that involve drugs (34%, 28% and 40% in 2018, 2019, and 2020, respectively, compared to 26% in 2016).

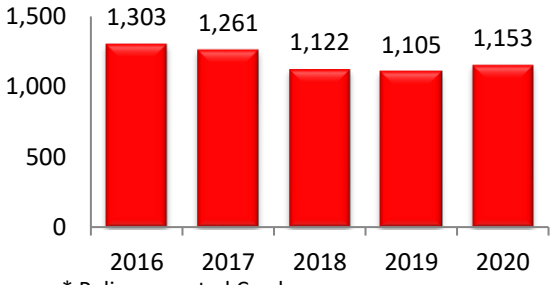
The number of persons injured in drug-related crashes was on the decline from 2016 to 2019 but increased by 4% from 2019 to 2020, from 1,105 to 1,153.

DRUG-RELATED FATALITIES AS A PROPORTION OF TOTAL FATALITIES



Source: NYS AIS / TSSR

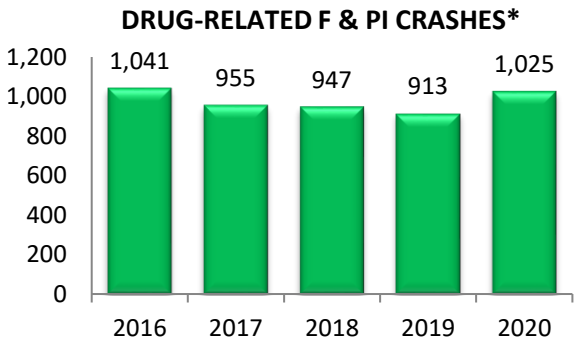
PERSONS INJURED IN DRUG-RELATED CRASHES*



* Police-reported Crashes

Source: NYS AIS / TSSR

Based on a year-to-year comparison, the number of drug-related fatal and personal injury crashes also increased by approximately 12% between 2019 (913) and 2020 (1,025).



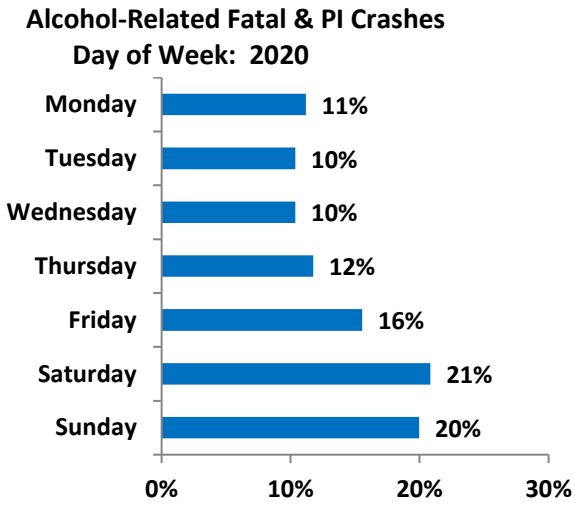
* Police-reported Crashes

Source: NYS AIS / TSSR

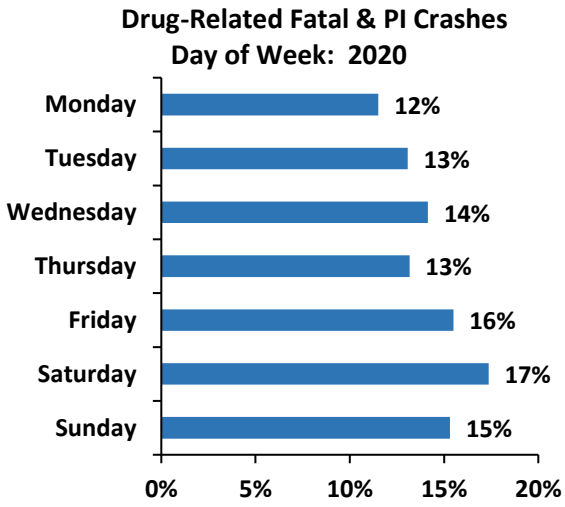
Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medications more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in neighboring states, along with legalization in New York in 2021, may also be contributing to increases in drugged driving fatalities in New York. Enforcing drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug impairment detecting technology and the lack of an established limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

Analyses by Day of Week

As indicated in the charts below, in 2020 alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (41% on Saturday and Sunday). In contrast, in 2020 drug-related fatal and personal injury crashes were fairly evenly distributed across the days of the week, ranging from 12% to 17% with Saturday being the highest at 17%.



Source: NYS AIS / TSSR

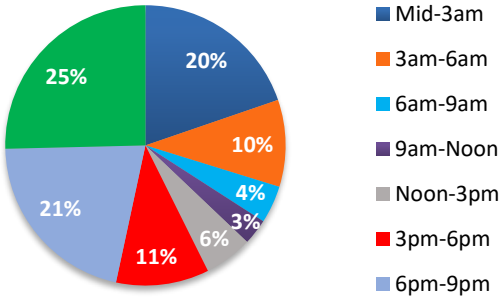


Source: NYS AIS / TSSR

Analyses by Time of Day

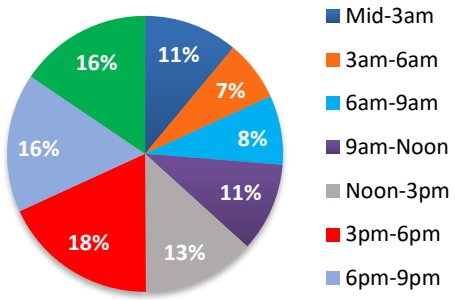
In 2020 the largest proportion of alcohol-related fatal and personal injury crashes occurred between 6pm and 3am (66%) while the largest proportion of drug-related fatal and personal injury crashes occurred between 3pm and midnight (50%).

Alcohol-Related Fatal & PI Crashes
Time of Day: 2020



Source: NYS AIS / TSSR

Drug-Related Fatal & PI Crashes
Time of Day: 2020



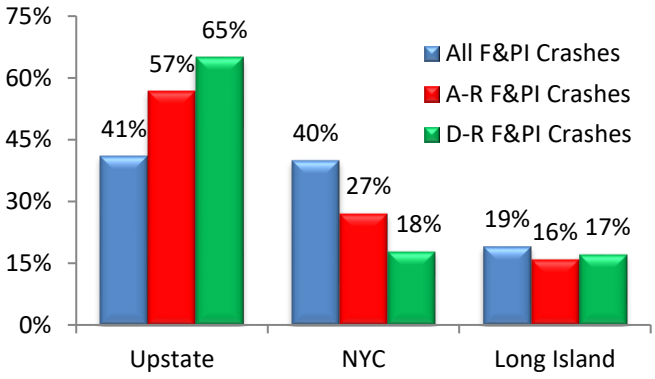
Source: NYS AIS / TSSR

Analyses by Location

In 2020, the majority of both the alcohol-related (57%) and drug-related (65%) fatal and personal injury crashes occurred in the Upstate region; 27% and 18%, respectively, occurred in New York City, and 16% and 17%, respectively, occurred in Nassau and Suffolk counties on Long Island.

Compared to the proportion of all police-reported fatal and personal injury crashes in each region, the Upstate region was overrepresented in both alcohol-related and drug-related fatal and personal injury crashes (57% and 65%, respectively, vs. 41% of all crashes).

ALL, ALCOHOL-RELATED AND DRUG-RELATED FATAL & PI CRASHES* BY REGION: 2020



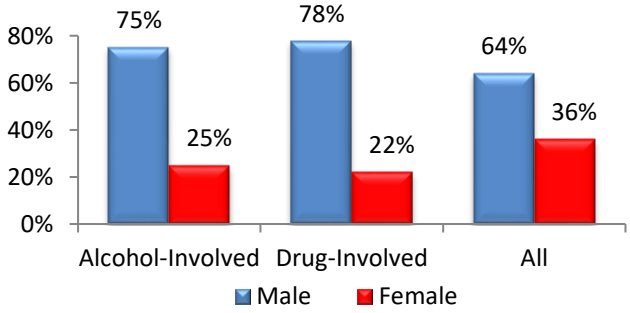
* Police-reported Crashes
Source: NYS AIS / TSSR

Analyses by Driver Gender

Three-quarters of the drinking drivers involved in alcohol-related fatal and personal injury crashes in 2020 were men. Male drivers made up a slightly higher proportion of the drugged drivers involved in fatal and personal injury crashes (78%). In comparison, 64% drivers involved in all fatal and personal injury crashes in 2020 were men.

Compared to their involvement in alcohol-related fatal and personal injury crashes, female drivers account for a slightly smaller proportion of the drug-involved drivers in fatal and personal injury crashes (22% vs. 25% of the drinking drivers in alcohol-related crashes in 2020). 36% of drivers involved in all fatal and personal injury crashes in 2020 were women.

DRIVERS IN FATAL & PI CRASHES* BY GENDER: 2020



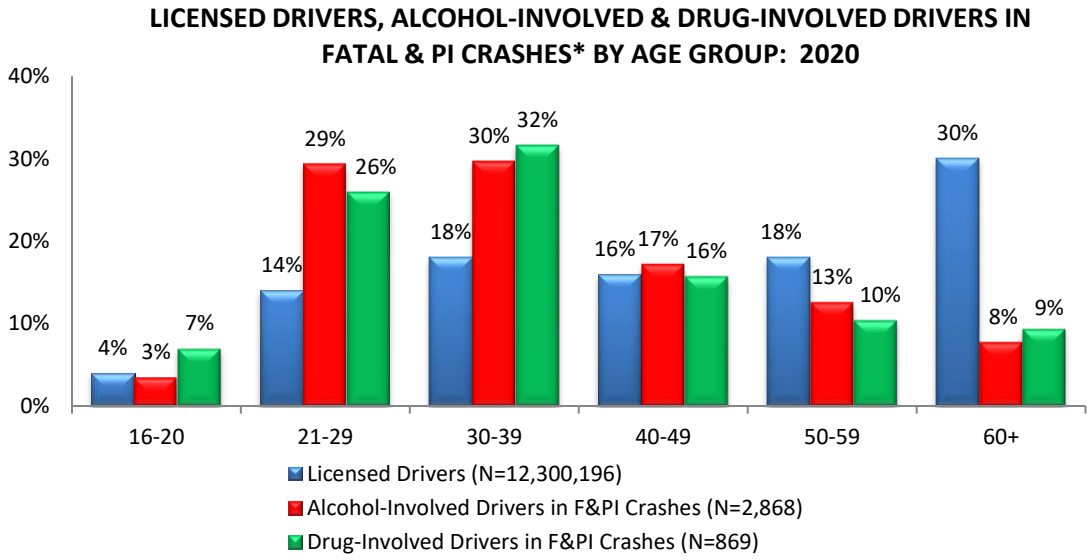
* Police-reported Crashes
Sources: NYS AIS / TSSR

Analyses by Driver Age

To determine which age groups of drivers are overrepresented in impaired driving crashes in New York State, the proportions of alcohol-involved drivers and drug-involved drivers in fatal and personal injury crashes attributed to each age group were compared to the proportion of licensed drivers in that age group.

Alcohol use among teens continues to be a serious problem. According to the Centers for Disease Control and Prevention (CDC/NCHS, National Vital Statistics System, Mortality 2017) motor vehicle crashes are the leading cause of death among teenagers, representing more than one-third of all deaths.

As the graph below shows, alcohol-involved drivers and drug-involved drivers in the age groups 21-29 and 30-39 are overrepresented when compared to the proportions of licensed drivers in those age groups. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 7% of the drug-involved drivers in 2020 were under 21 years of age. Compared to 14% of the licensed drivers, more than twice as many of the alcohol-involved drivers (29%) and 26% of the drug-involved drivers are ages 21-29. Drivers 30-39 years of age account for 18% of the licensed drivers, but 30% of the alcohol-involved drivers and 32% of the drug-involved drivers are in this age group.



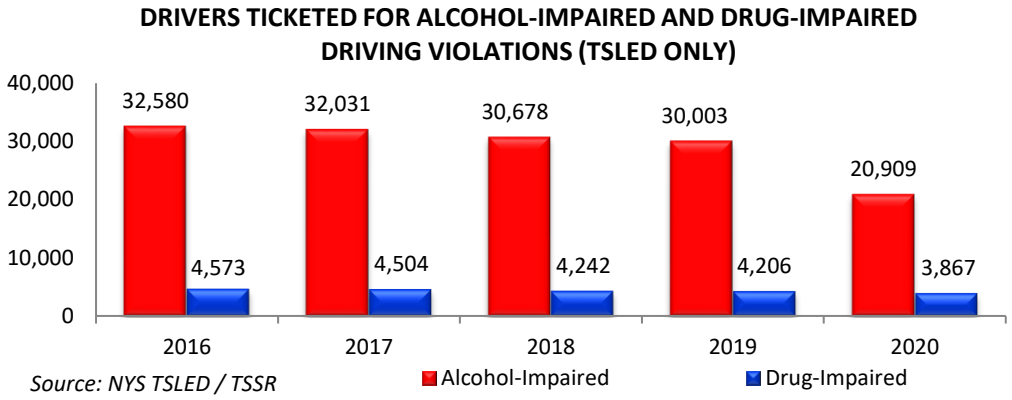
* Police-reported Crashes

Sources: NYS Driver License File and AIS / TSSR

Analyses of Alcohol-Impaired and Drug-Impaired Driving Arrests

Over the period 2016-2019, the number of persons ticketed under the TSLED system for alcohol-impaired driving dropped 8%, from 32,580 in 2016 to 30,003 in 2019. In 2020 the number of persons ticketed was 20,909, a drop of 30% from the previous year. In comparison, the number of drivers ticketed for drug-impaired driving declined 8%, from 4,573 in 2016 to 4,206 in 2019. In 2020 this number dropped to 3,867, a decrease of 8% from the previous year.

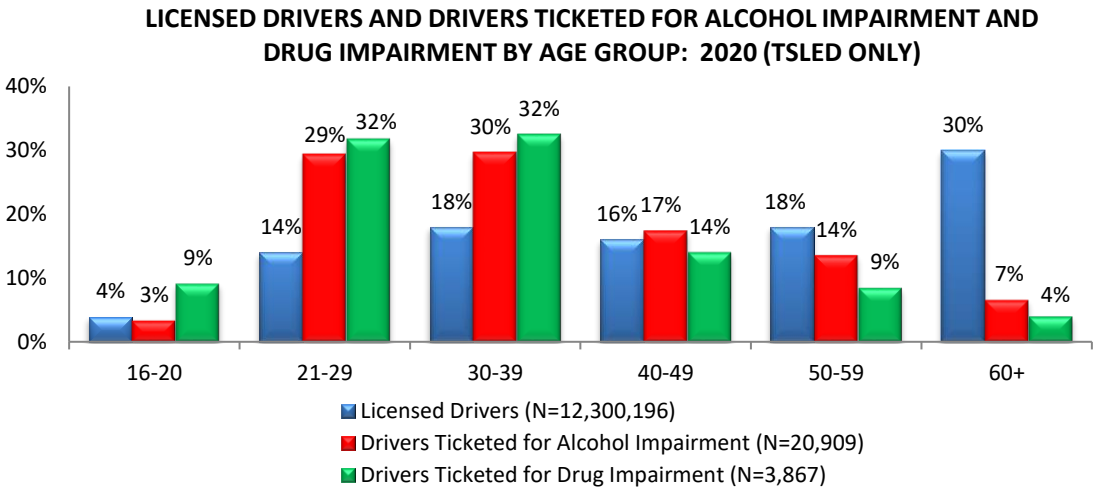
It is important to reiterate that the number of drivers ticketed for alcohol-impaired and drug-impaired driving cannot be added together to derive the total number of drivers ticketed for impaired driving because a driver can be issued tickets for both an alcohol (1192.1-3) and a drug offense (1192.4 and 4a).



Source: NYS TSLED / TSSR

Analyses of the TSLED data were also conducted by age to determine which driver age groups are most at risk for alcohol-impaired and drug-impaired driving. In 2020, the largest proportions of drivers ticketed for alcohol impairment and drivers ticketed for drug impairment were in the 30-39 age group (30% and 32%, respectively), compared to 18% of the licensed drivers in that age group.

Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than twice the proportion of licensed drivers in that age group (9% vs. 4%). Drivers ticketed for alcohol violations and drug violations were also overrepresented in the 21-29 age group, 29% and 32%, respectively, compared to 14% of the licensed drivers.



Sources: NYS Driver License File and TSLED / TSSR

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. Examples of activities that will be considered for funding are listed under each strategy.

To combat the rising fatalities, GTSC will increase its educational and awareness outreach. Educational materials regarding impaired driving will be included with DMV registration documents mailed out across the state. Due to the legalization of cannabis, GTSC is working with DCJS to train law enforcement officers to

better recognize individuals impaired by cannabis. GTSC will encourage and support law enforcement agencies to conduct more checkpoints and high-visibility details.

GTSC is also partnering with the Office of Cannabis Management (OCM) to increase the number of DRE schools that are conducted. GTSC and OCM are also working together to develop public information campaigns.

Strategy AL-1: Enforcement of Impaired Driving Laws

Projected Safety Impact

The countermeasure strategy, Enforcement of Impaired Driving Laws, is a key element of the general deterrence approach to reducing impaired driving fatalities, both alcohol-related and drug-related. According to the general deterrence theory, drivers will be discouraged from driving impaired by alcohol or drugs if they perceive that they will be subject to certain, swift and severe punishment if arrested for a violation of the impaired driving laws. Collectively, the planned activities funded under this strategy, including high-visibility enforcement, saturation patrols, roving patrols, sobriety checkpoints, sting operations, training for enforcement officers, media campaigns and enforcement tools, will continue to raise the perception of risk of arrest and have a positive impact on reducing the incidence of impaired driving.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been on a general downward trend. Between 2016 and 2019, the number of drivers arrested for impaired driving dropped from 45,176 to 39,618, representing a 12% decrease. This number was further reduced in 2020 to 27,268, a drop of 31% from 2019. The alcohol-related fatal and personal injury crashes declined by 16% between 2019 and 2020 but the drug-related fatal and personal injury crashes increased by 12% between 2019 and 2020, highlighting the need to continue to have a strong enforcement presence across the state. The ability to deliver a comprehensive set of enforcement-related initiatives will assist in expanding awareness among the driving public that drinking and driving will not be tolerated and if you do engage in such behavior, you will be arrested and punished.

Sufficient funding has been allocated to support the various enforcement-related activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

Rationale for Selection

The use of enforcement is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.
For supporting research, refer to the discussion of High Visibility Saturation Patrol Programs, Preliminary Breath Test Devices and Integrated Enforcement in Countermeasures That Work.

Impaired Driving Enforcement Grants for Local Police Agencies AL-2023-001

Initiatives to increase high-visibility enforcement and engagement campaigns will continue to be supported at both the state and local levels. All impaired driving enforcement efforts will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Traffic Safety Enforcement Plan or in conjunction with the national impaired driving mobilizations.

Specifically, New York police agencies continue to participate in national high-visibility enforcement and engagement campaigns that coincide with the times large numbers of impaired drivers are likely to be on the highways. Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there has been widespread participation by the police agencies across New York State during these campaigns.

The results of the grant-funded enforcement initiatives in FFY 2021 are summarized in the table below:

High-Visibility Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween	27	66	13	1	25	391
Thanksgiving	33	99	26	5	29	543
Holiday Season National Mobilization	31	90	29	5	27	773
Super Bowl	34	104	14	2	58	514
St. Patrick's Day	43	138	54	10	107	1,786
Memorial Day	45	138	65	9	83	1,140
July 4th	41	133	63	4	64	1,121
Labor Day National Mobilization	48	167	107	9	164	2,568

To supplement the funding available from STOP-DWI, GTSC may provide grant funding to support the development and implementation of evidence-based enforcement strategies by local agencies including publicized enforcement programs, such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations.

GTSC will also provide support and coordination for local agency participation in the national impaired driving enforcement mobilizations. Specific enforcement agencies may receive funding to facilitate the coordination of enforcement events and test innovative approaches. For example, certified DREs may be included at selected enforcement events to assist in the detection of drug impairment. Data from the mobilizations will be compiled by GTSC and provided to the National Highway Traffic Safety Administration (NHTSA).

Intended Subrecipients: Local police agencies and statewide not-for-profit agencies

Statewide High-Visibility Focused Enforcement Campaigns AL-2023-002

Statewide enforcement campaigns that focus on impaired driving will be supported. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies that are deployed based on a data-driven problem identification process. For example, funding will continue to be provided for impaired driving enforcement programs undertaken by the New York State Police and implemented by the State Police Troops across the state. Each Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified for their Troop areas. In addition to participation in the national impaired driving high-visibility enforcement and engagement campaigns, the State Police use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. The New York State Police must also be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. Having access to the most up-to-date tools to collect reliable evidence that will uphold impaired driving arrests made during dedicated DWI patrols, sobriety checkpoints and other high-visibility enforcement efforts will lead to convictions in court.

Intended Subrecipients: State law enforcement agencies and statewide not-for-profit agencies

Media Support for National Impaired Driving Enforcement Mobilizations **AL-2023-003**

The National Impaired Driving Enforcement Mobilization will be publicized through press events held in various locations around the state where members of law enforcement and STOP-DWI coordinators will join GTSC in publicizing the high-visibility enforcement and engagement campaigns on impaired driving. To ensure that coordinated impaired driving messages are delivered throughout the state, GTSC will provide funding for public information materials through the STOP-DWI Foundation. As in previous years, the national slogan will be adopted for the mobilization.

New York's impaired driving messaging (both alcohol and drug (illicit and prescription)) is intended for all age groups as impaired driving is a major problem with all age groups. GTSC does, however, focus the airing of PSAs on TV stations geared more toward the younger demographic and heavy social media messaging on impairment to the 18-34 demographic. Although the PSAs and social media messaging focus on the younger demographic, GTSC will ensure that these and all of New York's impaired driving messaging will continue to target 35-39-year-olds as well, following the data analyses showing that impaired drivers in the age group 30-39 are overrepresented when compared to the proportion of licensed drivers in this age group.

In addition, in a continuing effort to reduce impaired driving by targeting the at-risk 21-29 age group, New York State has been in the process of establishing an impaired safety messaging campaign targeting jukeboxes at drinking establishments in locations with large numbers of persons in the 21-29-year age group. The jukeboxes will carry targeted impaired messages which will include an optional quiz on the impaired safety material presented, which upon completion will provide music credits for the user. Additionally, this safety messaging will be included on the company's mobile app – so the media vary and can be utilized outside of the confines of the establishment locations. The effort is in the final stage. New York State ran a pilot of this program on October 10th, 2020. The one-night campaign targeted 1,484 New York bars, and the pilot resulted in ad impressions from 1,098,548 video spots and 15,436 mobile ads. GTSC hopes that when the optional survey and quiz features receive greater use more data analytics on the 21-29 age group and the various locations they frequent will be generated. The availability of this more extensive information will improve New York's ability to effectively target at-risk age groups and enhance the safety of all within New York State.

Intended Subrecipients: State agencies and statewide not-for-profit agencies

Impaired Driving Enforcement Training for Police Officers **AL-2023-004**

Effective enforcement requires that adequate resources be available to the state's police agencies. Training programs for police officers, such as 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 activity.

Intended Subrecipients: State law enforcement agencies and local police agencies

Strategy AL-2: Prosecution and Adjudication of DWI Offenders

GTSC will continue to support countermeasures that improve the effectiveness of the prosecution and adjudication of impaired driving offenders.

Projected Safety Impact

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the

prosecution and adjudication of DWI offenders and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

This countermeasure strategy also supports general deterrence in that it is designed to ensure that cases involving DWI offenders will be processed swiftly and that the punishment will be certain and severe. This will be accomplished through a number of planned activities, including the courtroom training of police, prosecutors, judges and probation personnel; improving communication among the different court systems; promoting the use of alternative sanction programs for convicted DWI offenders; and improving toxicology services. This countermeasure strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The data analysis conducted under the problem identification task showed that of the number of DWI offenders whose case had been adjudicated, 89% of them had been convicted of an impaired driving offense in 2019 and 87% in 2020. The data also showed that in 2020, 34%of the drivers were convicted on the same charge they were arrested for, while 50% were convicted on a different impaired driving charge, in many cases a lesser charge (e.g., DWAI vs. DWI).

By offering access to training for various personnel within the prosecution and adjudication part of the impaired driving system and supporting alternative sanction programs, this countermeasure strategy and planned activities are expected to have a positive effect on reaching the performance targets for reducing alcohol-related fatalities and injuries and drug-related fatalities.

Sufficient funding has been allocated to support the various prosecution-related and adjudication-related activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

Rationale for Selection

The prosecution and adjudication of DWI offenders is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes. *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 in Countermeasures That Work.*

Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges AL-2023-005

Training programs 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 will be supported. These programs will incorporate the latest information on law enforcement practices and judicial decisions in impaired driving cases. Funding will be provided 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. GTSC blankets the entire state with impaired driving trainings because devastating examples of impaired driving are scattered across each and every county.

Intended Subrecipients: Local and statewide not-for-profit agencies

Court Systems Communication Improvements **AL-2023-006**

In addition to training for court personnel, efforts to facilitate and promote communication and the exchange of information among the courts in the state, and between the courts and the state's traffic safety community, are important. GTSC will continue to support a Judicial Outreach Liaison (JOL) to serve as a conduit between the courts and law enforcement, prosecutors and other criminal justice professionals. The responsibilities of the JOL will include representing the court system on the Impaired Driving Advisory Council; monitoring legislative and regulatory changes and informing judicial and non-judicial personnel of changes that may impact the processing of DWI court cases; designing and implementing education programs for judges and justices to raise awareness of the dangers posed by impaired motorists; and promoting the use of ignition interlocks and other evidence-based and promising practices for sentencing and supervision.

Intended Subrecipients: State, local and not-for-profit agencies

Alternative Sanction Programs for Impaired Drivers **AL-2023-007**

Innovative projects that implement alternative or innovative sanctions for impaired drivers, such as special court programs for convicted alcohol-impaired and drug-impaired offenders and Victim Impact Panels, will be funded.

Intended Subrecipients: Local agencies

Improvement of Toxicology Services **AL-2023-008**

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 related to impaired driving arrests, such as toxicology reports used in the adjudication of impaired driving cases, will also be funded. For example, the New York State Police have developed technological improvements that have enhanced the agency's toxicology lab's operational efficiency in the detection, measurement and analysis of intoxicating substances in the blood and urine samples of drivers arrested for impaired driving, the communication of results that serve as evidence in impaired driving court cases and the ability to provide statistical information to the traffic safety community on the types of drugs and the levels of alcohol found in the systems of impaired drivers. Projects that would augment staff and other resources leading to the improvement of toxicology services specifically related to impaired driving will also be considered for funding.

Intended Subrecipients: State and local agencies

Strategy AL-3: 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. DMV, OASAS, and the DCJS OPCA also devote significant resources to the treatment, monitoring and control of DWI offenders.

Projected Safety Impact

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the prosecution and adjudication of DWI offenders and the planned activities that are funded will have a positive

impact on the selected performance measures and enable the state to reach the performance targets that have been set.

This countermeasure strategy also supports general deterrence in that it is designed to ensure that cases involving DWI offenders will be processed swiftly and that the punishment will be certain and severe. This will be accomplished through a number of planned activities, including the courtroom training of police, prosecutors, judges and probation personnel; improving communication among the different court systems; promoting the use of alternative sanction programs for convicted DWI offenders; and improving toxicology services. This countermeasure strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The data analysis conducted under the problem identification task showed that of the number of DWI offenders whose case had been adjudicated, 89% of them had been convicted of an impaired driving offense in 2019 and 87% in 2020. The data also showed that in 2020, 34%-of the drivers were convicted on the same charge they were arrested for, while 50% were convicted on a different impaired driving charge, in many cases a lesser charge (e.g., DWAI vs. DWI).

By offering access to training for various personnel within the prosecution and adjudication part of the impaired driving system and supporting alternative sanction programs, this countermeasure strategy and planned activities are expected to have a positive effect on reducing alcohol-related fatalities and injuries and drug-related fatalities.

Funding has been allocated to support the various prosecution-related and adjudication-related activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

Rationale for Selection

The prosecution and adjudication of DWI offenders is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes. *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 in Countermeasures That Work.*

Monitoring of Ignition Interlock & Other Alcohol Detection Devices AL-2023-009

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 is critical to the effectiveness of this sanction. Projects that support monitoring activities and other efforts to improve compliance, such as multi-agency surveillance efforts, will be supported. The DCJS OPCA also expends substantial resources on the monitoring of convicted DWI offenders on probation.

Other types of monitoring, such as enhanced monitoring of DWI offenders through the use of alcohol detection devices worn on the person coupled with probation or other court-sanctioned supervision, may also be employed by New York courts or prosecutors as a means of preventing DWI recidivism.

Intended Subrecipients: State and local agencies

Impaired Driver Program (IDP) **AL-2023-010**

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state's IDP and its treatment referral mechanism. The IDP is included in the New York's annual HSSP because it is an important component of the state's comprehensive impaired driving system. The IDP provides fee-based services; no NHTSA funds are used to support the operation of the IDP.

In the past, projects to improve the effectiveness of the program have been considered for funding. These have included the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, and the development and implementation of a new evidence-based curriculum. No such projects are being considered for funding in FFY 2023.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy AL-4: 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.

Projected Safety Impact

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Prevention, Communications, Public Information and Educational Outreach strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

The Prevention, Communications, Public Information and Educational Outreach countermeasure strategy focuses on informing the public of the dangers of impaired driving in order to prevent motorists from drinking and/or using drugs and then driving. As such, this strategy plays an important role in New York's comprehensive program on impaired driving. The primary planned activity under this countermeasure strategy is a statewide public awareness campaign. Another planned activity focuses on providing education and outreach to high-risk groups. This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The problem identification effort highlighted the complexity of the impaired driving issue. In addition to the data analyses that assisted in identifying various facets of the impaired driving issue, a broad finding from the problem identification process was the need to continually educate and inform the various components of the system on the dangers of impaired driving. Those components range from the drivers themselves and enforcement and court personnel to other professionals in the field and the general public. The ability to reach diverse groups requires a robust public awareness campaign that uses tested messaging and activities that focus specifically on high-risk groups. The ability to deliver a comprehensive set of public information and education initiatives to diverse groups will assist in expanding awareness of the issue and what can be done to address it, helping the state attain the performance targets established for the program area. Sufficient funding has been allocated to promote various public information and education activities designed specifically to educate the general public on the dangers of impaired driving.

Rationale for Selection

The need to raise public awareness and educate the general public, as well as specific high-risk groups, of the dangers of impaired driving is an important component of a comprehensive approach to the problem of impaired driving. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes. *For supporting research, refer to the discussion of Mass Media Campaigns, Reasonable Beverage Service, Alternative Transportation and Designated Drivers in Countermeasures That Work.*

Statewide Public Awareness Campaigns AL-2023-011

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 developed by the state that generate publicity for the effective execution of the proven strategy of high-visibility enforcement will be funded.

New York's statewide impaired driving enforcement and education campaign includes participation in the national mobilizations that coincide with Labor Day and the holiday season, as well as statewide high-visibility enforcement and engagement campaigns during other holiday periods throughout the year (Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day and July 4th). New York's statewide public awareness campaign includes a variety of communication and outreach activities to publicize the high-visibility enforcement efforts and communicate messages that raise awareness and educate the general public on the dangers and serious consequences of impaired driving. In addition to PSAs created for New York's "Impaired Drivers Take Lives. Think!" and other statewide campaigns for airing through more traditional media outlets, the development of innovative communication tools and the dissemination of messages through social media platforms will continue to be supported.

For example, New York's STOP-DWI Foundation has developed a number of communication tools that are used in outreach efforts. One of these is the "Have a Plan" mobile application which is an important resource for the general public and potential impaired drivers. The app can be used to contact a taxi or other alternative transportation options or to report a suspected impaired driver to the police. Educational and promotional materials continue to be developed and distributed to further promote the app.

Intended Subrecipients: State and statewide not-for-profit agencies

Education & Outreach to High-Risk Groups AL-2023-012

Projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included are projects that deliver information and education at venues such as sporting events that are popular with persons who have been identified as high-risk for impaired driving, as well as projects that provide training for servers of alcoholic beverages at restaurants, bars and other establishments.

Educational efforts that focus on specific groups such as young drivers will also be supported. 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 are eligible for funding. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

For FFY 2023, New York has received proposals that will address identified high-risk populations with public awareness messaging campaigns. One such grant application is from the NYS STOP-DWI Foundation, which proposes to coordinate impaired driving public awareness initiatives at sporting franchises, college campuses, regional venues and the New York State Fair. Campaign materials will contain consistent prevention messaging intended to enhance the perceived risk of detection for driving while impaired. Campaign efforts will be coordinated with local STOP-DWI law enforcement efforts. The "Have a Plan" message and mobile app will also be incorporated into these public awareness efforts.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy AL-5: 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.

Projected Safety Impact

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the strategy of underage drinking and alcohol-impaired driving and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

The Underage Drinking and Alcohol-Impaired Driving countermeasure strategy centers on the enforcement of the state's alcohol-impaired driving laws, especially as they relate to drivers under the legal drinking age of 21, as well as the laws that relate to the sale of alcohol to minors. Under this countermeasure strategy, the planned activity will focus on enforcement in areas popular with underage drinkers, compliance with underage drinking laws, sting operations and the use of fraudulent IDs used to purchase alcohol. It will also provide support for activities that address the issue of social host liability and adults, including parents, who provide alcohol to minors. This strategy and the planned activities will continue to have a positive effect on reducing the incidence of alcohol-impaired driving among drivers under the age of 21.

Linkages to Problem Identification, Performance Targets and Funding Allocations

As documented by the data-driven problem identification task, in 2020, 3% of the alcohol-involved drivers in F&PI crashes were under the age of 21, despite the fact that drivers this age are prohibited from drinking alcoholic beverages. Analyses conducted in previous years showed a similar proportion of alcohol-involved drivers in F&PI crashes being under the age of 21. Funding activities that address the many aspects of the underage drinking issue, from enforcement to conducting sting operations in cooperation with the SLA, this countermeasure strategy and planned activities will continue to strive toward having a positive impact on the performance targets set for impaired driving, as well as the target set for the drivers aged 20 and younger

involved in fatal crashes. Sufficient funding has been allocated to support the various activities designed specifically to address the issue of underage drinking and alcohol-impaired driving.

Rationale for Selection

The fact that drivers under the age of 21 continue to drink and drive underscores the need to develop and implement initiatives that address the problem of underage drinking and driving. Because the diverse aspects of the issue of underage drinking and driving are being addressed by different state agencies, the funding of activities is being shared by the NY SLA and by the DMV's Office of Field Investigation. The combined efforts being funded under this countermeasure strategy will contribute to attaining the performance targets set for impaired driving and for drivers age 20 and younger involved in fatal crashes. *For supporting research, refer to the discussion of Alcohol Vendor Compliance Checks, Other Minimum Legal Drinking Age 21 Law Enforcement and Youth Programs in Countermeasures That Work.*

Compliance with Underage Drinking Laws AL-2023-013

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2023. 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 SLA, DMV's Office of Field Investigation and local police agencies are also used in these operations. Also eligible for funding are projects that address the issue of social host liability and parents and other adults who provide minors with access to alcohol.

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 when drinking by minors is observed are two evidence-based countermeasures that will also be supported.

Intended Subrecipients: State law enforcement agencies and local police agencies

Strategy AL-6: Drugged Driving

Recent studies by the Institute for Traffic Safety Management and Research have documented that the involvement of drugs in fatal crashes is a serious issue in New York State. In 2020, 40% of the traffic fatalities in the state occurred in a drug-related crash, up from 28% in 2019. Drivers under 40 years of age are significantly overrepresented among the drug-impaired drivers involved in fatal and personal injury crashes; 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.

Projected Safety Impacts

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the enforcement and adjudication of the drugged driving laws and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Under this countermeasure strategy, planned activities related to improving the ability of law enforcement officers to detect and arrest drivers operating a motor vehicle under the influence of drugs through training will be supported. Other planned activities that provide training for personnel involved in the adjudication of

drugged driving arrests, including prosecutors, judges and toxicologists, will also be supported. By increasing the number of enforcement officers, prosecutors and toxicologists trained, this strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving and drugged driving in particular. To increase awareness, educational materials regarding impaired driving will be included with DMV registration documents mailed out across the state. GTSC is working with DCJS to train law enforcement officers to better recognize individuals impaired by cannabis. GTSC will encourage and support law enforcement agencies to conduct more checkpoints and high-visibility details.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The data analysis conducted under the problem identification task indicates that the problem of drugs and driving has been on an upward trend in recent years. The 5-year average for fatalities in drug-related crashes increased from 267.6 in 2019 to 296.6 in 2020, an increase of 11%. Also, the number of drug-related fatal and personal injury (F&PI) crashes increased from 913 in 2019 to 1,025 in 2020, an increase of about 12%. In 2020, the largest proportion of drug-related F&PI crashes occurred in the Upstate region (65%), followed by New York City (18%) and Long Island (17%). In F&PI crashes, the drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups. For example, in 2020, 32% of the drug-involved drivers were ages 30-39 compared to 18% of the licensed drivers.

Through this countermeasure strategy and associated planned activities, training will be offered to key personnel involved in different aspects of the drugged driving issue, including enforcement personnel; prosecutors, judges, and other court personnel; and toxicologists. These efforts are expected to help the state reach the performance target set for drug-related fatalities. Sufficient funding has been allocated to support the various activities designed specifically to address the issue of drugged driving.

Rationale for Selection

The increase in fatalities and injuries in drug-related crashes in recent years, together with an increase in the number of drivers ticketed for drug-impaired driving, document the need to develop and implement initiatives that address the problem of drugged driving. It is expected that the funding of the planned activities conducted under this countermeasure will contribute to attaining the performance target of reducing the number of fatalities in drug-related crashes. *For supporting research, refer to the discussion of Enforcement and Drug-Impaired Driving in Countermeasures That Work.*

Drugged Driving Enforcement Training AL-2023-014

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 DRE and ARIDE training programs, are eligible for funding. 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 enforcement efforts that focus on high-risk areas for drugged driving will also be encouraged.

Intended Subrecipients: State law enforcement agencies and local police agencies

Drugged Driving Training for Prosecutors, Judges and Toxicologists **AL-2023-015**

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.
Intended Subrecipients: State, local and not-for-profit agencies

Strategy AL-7: Cooperative Approaches to Reducing Impaired Driving

Projects that promote coordination and cooperation among all components of the impaired driving system will be supported.

Projected Safety Impact

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Cooperative Approaches to Reducing Impaired Driving strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. In addressing the problem of impaired driving, it is widely recognized that cooperation and coordination among key components of the impaired driving system are essential to the effective and efficient use of resources and lead to the implementation of successful countermeasure initiatives or programs. Under this strategy, planned activities will include support for interagency collaborations, such as the Advisory Council on Impaired Driving, and the development of workshops and symposia designed to provide information to the traffic safety community on topics related to impaired driving. Providing support for the coordination and cooperation among the numerous projects and activities being conducted will continue to expand the knowledge and experience base of those involved in developing and implementing effective initiatives to address the impaired driving problem.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The problem identification task clearly shows that the issue of impaired driving has many facets and involves all aspects of the system, from the drivers themselves to the enforcement community and the courts. Since efforts to address impaired driving issues are implemented by various jurisdictions at the state and local levels, the need to coordinate such efforts is essential. The coordination and cooperation of the system's components creates an environment that ensures the problem of impaired driving is addressed in a comprehensive manner, helping the state to attain its performance targets of reducing drug-related and alcohol-related fatalities and alcohol-related injuries. Sufficient funding has been allocated to support activities that promote coordination and cooperation among all components of the impaired driving system.

Rationale for Selection

Acknowledging the value of having a comprehensive and coordinated approach to the problem of impaired driving, activities that support such coordination will continue to be funded. It is expected that the funding of these types of activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

Impaired Driving Summits, Symposia & Workshops **AL-2023-016**

Activities such as workshops, summits and symposia that provide information and offer opportunities for highway safety program managers, law enforcement and other partners to exchange ideas and best practices on topics related to impaired driving are eligible for funding.

Intended Subrecipients: State, local and not-for-profit agencies

Interagency Collaborations on Impaired Driving **AL-2023-017**

Support will be provided for interagency collaborations, such as the Impaired Driving Advisory Council, that recognize the multi-disciplinary nature of the impaired driving issue and lead to the generation of more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy AL-8: Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Projected Safety Impact

Because the state uses a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Research, evaluation and analytical support are essential components of a successful, data-driven, performance-based approach to reducing impaired driving crashes, fatalities and injuries. These components assist in the identification and documentation of impaired driving issues and the assessment of the effectiveness of legislative initiatives and other countermeasures that are implemented. These activities also contribute to the selection of performance measures by which progress can be tracked and success can be quantifiably measured.

Linkages to Problem Identification, Performance Targets and Funding Allocations

As documented by the data-driven problem identification process, there are a number of issues that need to be addressed in the area of impaired driving, with a focus on young drivers and drivers in the Upstate region of the state. The research, evaluation and analytical support conducted as part of the problem identification process are critical in identifying the specific impaired driving issues that need to be addressed. The data analyses conducted are especially important in determining performance measures and setting performance targets. The analyses also assist in identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set. Sufficient funding has been allocated to support selected research, evaluation and data analysis activities that focus on the issue of impaired driving.

Rationale for Selection

Recognizing the importance of research, evaluation and analytical support to the tasks of identifying impaired driving issues, developing and implementing initiatives to address those issues and assessing the effectiveness of such initiatives, research, evaluation and analytical support activities in the area of impaired driving will continue to be funded under this countermeasure strategy. It is expected that the funding of such activities will contribute to attaining the performance targets set for reducing the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

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

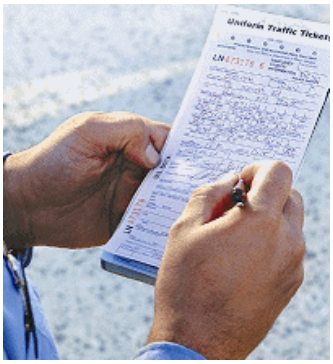
and documentation of impaired driving issues and the assessment of the effectiveness of legislative initiatives and other countermeasures that are implemented will be eligible for funding.

Impaired Driving Research **AL-2023-018**

Projects that conduct research and evaluation studies on alcohol- and drug-impaired driving to support the development of data-driven countermeasures and assessment of their effectiveness will be funded. Examples of research topics include recidivism, the types of drugs involved in impaired driving, and the involvement of different demographic groups and types of roadway users involved in impaired driving crashes.

Intended Subrecipients: State and statewide not-for-profit agencies

POLICE TRAFFIC SERVICES



Overview

The key objective of the Police Traffic Services (PTS) Program is to prevent fatalities, injuries, crashes and traffic violations in high-risk areas through data-driven high-visibility enforcement and engagement. Enforcement and engagement efforts focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of dangerous driving, failure to wear a seat belt, and distracted driving, in particular texting and talking on hand-held cell phones. Enforcement and engagement strategies related to impaired driving, motorcycle safety, pedestrians and bicycle safety are included under their respective sections in the Highway Safety Strategic Plan.

The Governor's Traffic Safety Committee (GTSC) provides expertise to assist in the promotion and coordination of New York's data-driven enforcement and engagement program involving police agencies at the state, county and local levels. The funds and other resources GTSC devotes to reducing 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 and engagement 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: county and local enforcement agencies; New York State Police (NYSP); New York State Park Police; NYS Association of Chiefs of Police (NYSACOP); NYS Division of Criminal Justice Services; NYS Sheriffs' Association; and New York Association for Pupil Transportation.

The combination of high-visibility enforcement, engagement and sustained traffic safety messaging has proven to be effective in reducing dangerous driving behaviors and is an important component of the PTS program area as well as the overall traffic safety program in New York. This enforcement and engagement model has been successfully applied to other GTSC-funded initiatives that 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 and engagement 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 traffic enforcement and engagement efforts are shared.

The PTS program area serves as the primary vehicle for the implementation of the state's evidence-based Traffic Safety Enforcement Program (TSEP). To ensure that New York's enforcement and engagement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement and engagement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison (LEL) networks, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement and engagement grant funds to New York's police agencies. Enforcement efforts and engagement described under other program areas are planned, implemented and monitored in accordance with the state's TSEP.

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing

traffic violations or driver behaviors with specific times and locations in their jurisdictions so that officer resources are allocated to details directly related to the identified problems. As part of the FFY 2023 PTS application, the Institute for Traffic Safety Management and Research (ITSMR) compiled agency-specific spreadsheets with crash and ticket data for the years 2016-2020, as well as preliminary 2021 data, for each PTS grant applicant. Based on these analyses, applicants complete a data-driven Work Plan which presents their proposed countermeasures as well as enforcement and engagement strategies.

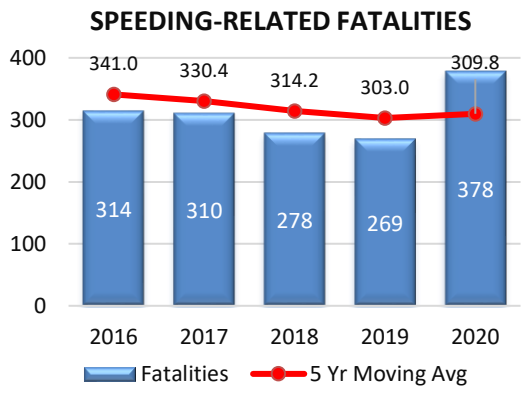
During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction. Once a grant is awarded, Program Representatives, accompanied by LELs if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement and engagement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement and engagement resources should be deployed to areas at times when problems are known to occur.

During the grant period, grantees are required to submit two progress reports that include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement and engagement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high-visibility enforcement and engagement activities and to determine the agency's eligibility for future awards.

Performance Report

The core outcome measure for tracking progress in the PTS program area is speeding-related fatalities. Because distracted driving is also a focus of this program area warranting specific strategies to reduce violations of the state's cell phone and texting laws, another performance measure, fatal and personal injury crashes involving cell phone use and texting, is also tracked. The sources for this measure are the state's Accident Information System (AIS) and the Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) ticket systems.

Number of speeding-related fatalities



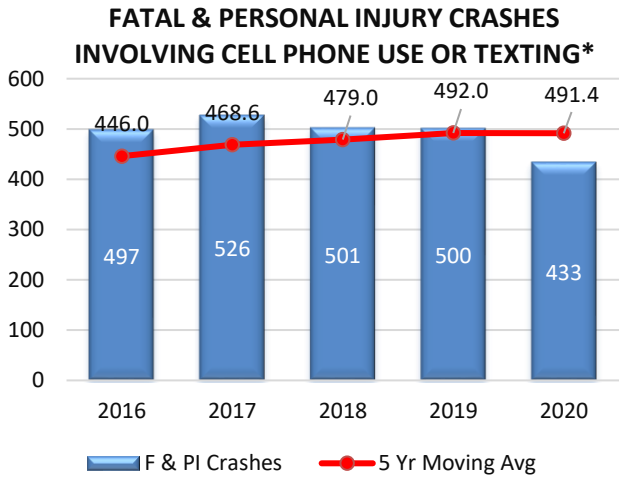
Source: FARS

The five-year moving average for speeding-related fatalities declined steadily between 2016 and 2019 but increased in 2020. The 2020 average of 309.8 indicates that the target of 300.0 set for 2018-2022 might be difficult to achieve.

Number of fatal and personal injury crashes involving cell phone use and texting

New York's definition of a "cell phone crash" is a crash that meets at least one of these criteria: 1) a contributing factor of Cell Phone (hand held), Cell Phone (hands free) and/or Texting was reported on the police accident report form; 2) a ticket was issued for a violation of Vehicle and Traffic Law (VTL) 1225-c (talking on a hand-held cell phone while driving) and/or VTL 1225-d (texting using a cell phone while driving).

From 2016 to 2019, the five-year average number of fatal and personal injury cell phone crashes was on an upward trend. Because the average number of these crashes declined only slightly between 2019 and 2020 (from 492.0 to 491.4), the target of 487.1 set for 2018-2022 may be difficult to reach.

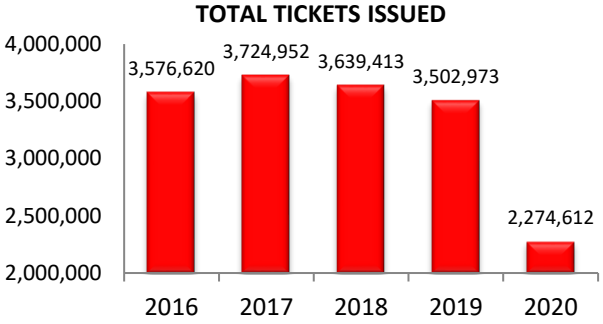


**Police-reported crashes*
Source: NYS AIS, TSLED and AA systems

Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the PTS Program 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 below.

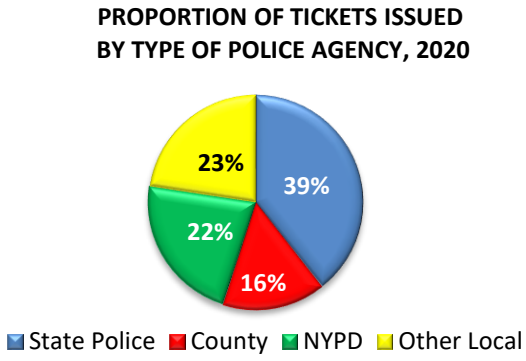
Analyses of Traffic Tickets



Sources: NYS TSLED and AA systems / TSSR

Analyses of the combined ticket data from the state's TSLED and AA systems show that the total number of tickets issued for violations of the state's VTL has fluctuated between 2016 and 2020. In 2020, the number of tickets decreased by 35% from the previous year.

In 2020 the State Police issued 39% of all traffic tickets, a greater proportion than in previous years. County agencies issued 16%; the New York City Police Department (NYPD) issued 22% and all other local agencies issued 23%.



Sources: NYS TSLED and AA systems / TSSR

Contributing Factors in Crashes

Driver Inattention/Distraction is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes. It was reported in 26% of fatal and PI crashes in 2020. The next top factors are all related to aggressive driving; in 2020, Failure to Yield the Right-of-Way was reported in 20% and Following Too Closely in 17% of all police-reported fatal and personal injury crashes. Unsafe Speed was reported for 12% and Passing/Lane Changing/Improper Use was reported for 11%.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES*

	2016 (N=113,821)	2017 (N=114,484)	2018 (N=116,118)	2019 (N=115,524)	2020 (N=84,606)
Driver Inattention/Distraction	23.1%	25.1%	25.5%	26.1%	25.7%
Failure to Yield Right-of-Way	18.5%	20.2%	20.7%	20.6%	20.3%
Following Too Closely	19.5%	21.0%	20.7%	20.4%	16.7%
Unsafe Speed	10.6%	10.4%	10.2%	10.0%	11.8%
Passing/Unsafe Lane Changing	8.7%	9.7%	10.0%	10.3%	11.2%

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

SPEEDING

Speed-Related Fatal and Personal Injury 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.

The number of speed-related fatal crashes fluctuated between 2016 and 2019, decreasing overall from 274 to 235. Between 2019 and 2020 there was a steep increase of 34% in these crashes, from 235 to 323.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2016	2017	2018	2019	2020
Fatal Crashes	**274**	**271**	**225**	**235**	**323**
% of all fatal crashes	28.3%	29.0%	25.5%	26.7%	34.2%
Injury Crashes	**12,291**	**12,113**	**12,063**	**11,828**	**10,175**
% of all injury crashes	10.9%	10.7%	10.5%	10.3%	12.2%

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

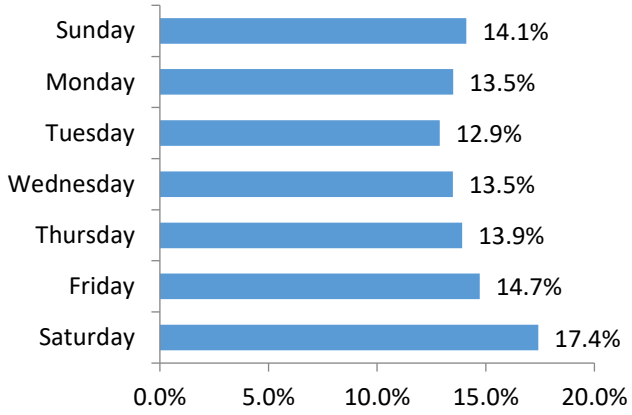
Between 2016 and 2019, the proportion of fatal crashes that occurred in New York State and involved speed also fluctuated, ranging from 29% in 2017 to 26% in 2018. This proportion rose to 34% in 2020.

Between 2016 and 2020, speed-related injury crashes decreased from a high of 12,291 in 2016 to a low of 10,175 in 2020. The proportion of personal injury crashes that involved speed increased from 10% in 2019 to 12% in 2020.

Analyses by Day of Week and Time of Day

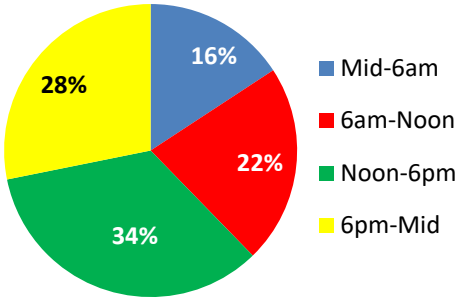
Speed-related fatal and personal injury crashes were fairly evenly spread across all the days of the week, ranging from 13%-15% Sunday through Friday to a high of 17% on Saturday. In 2020, the largest proportion of F & PI crashes occurred between noon and 6 pm (34%) while the smallest proportion occurred between midnight and 6 am (16%).

SPEED-RELATED FATAL & PI CRASHES
DAY OF WEEK: 2020



Source: NYS AIS / TSSR

SPEED-RELATED FATAL & PI CRASHES
TIME OF DAY: 2020



Source: NYS AIS / TSSR

Other Contributing Factors

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in fatal and personal injury crashes in 2020 are listed in the table below. Passing/Unsafe Lane Changing (18%) and Alcohol Involvement (10%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

Passing/Unsafe Lane Changing, Following Too Closely and Driver Inattention/Distraction were each reported for 11% of the speeding drivers involved in personal injury crashes.

OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN FATAL AND PERSONAL INJURY CRASHES*: 2020

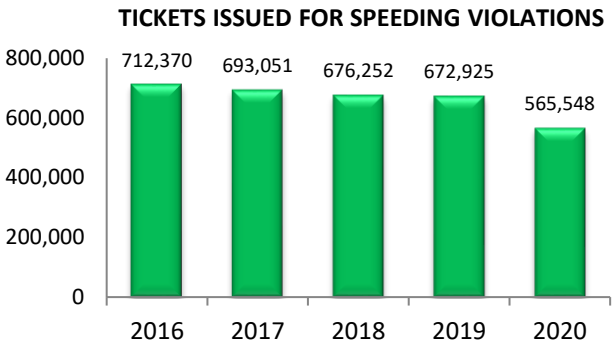
	Speeding Drivers in Fatal Crashes (N=315)
Passing/Unsafe Lane Changing	18.4%
Alcohol Involvement	9.8%
Traffic Control Device Disregarded	7.6%
Failure to Keep Right	7.3%
Driver Inattention/Distraction	5.0%
	Speeding Drivers in PI Crashes (N=9,812)
Passing/Unsafe Lane Changing	11.4%
Following Too Closely	11.4%
Driver Inattention/Distraction	10.6%
Alcohol Involvement	7.1%
Traffic Control Device Disregarded	4.5%

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

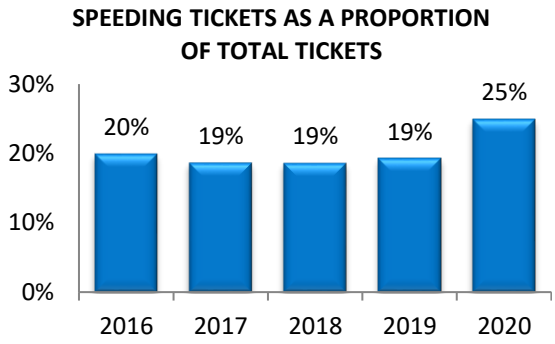
Analyses of Tickets

The number of tickets issued for speeding violations has been on a downward trend, decreasing 6% from 712,370 in 2016 to 672,925 in 2019. In 2020 the number dropped to 565,548, a reduction of 16% from the previous year.

From 2016 to 2019, tickets issued for speeding ranged from 19% to 20% of all tickets issued for traffic violations. In 2020 this proportion rose to 25%.

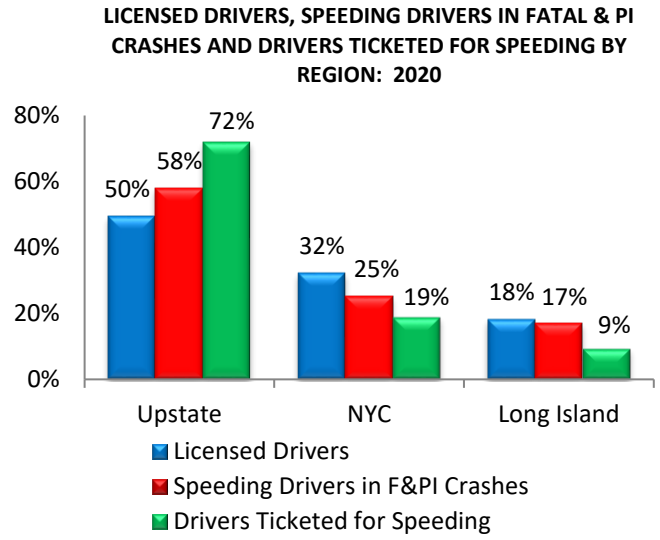


Sources: NYS TSLED and AA systems / TSSR



Source: NYS TSLED and AA systems / TSSR

Crash and Ticket Analyses by Region



Sources: NYS AIS/TSSR, Driver License, TSLED and AA Systems / TSSR

Based on 2020 data, the Upstate region of New York is overrepresented in speeding drivers in fatal and personal injury crashes (58%) and in drivers ticketed for speeding (72%) when compared with the proportion of licensed drivers in the region (50%).

The Upstate counties with the highest numbers of persons killed or injured in speed-related crashes in 2020 were: Erie (1,018), Westchester (936), Monroe (589), Onondaga (460), Orange (426), Rockland (388), Dutchess (303) and Albany (253).

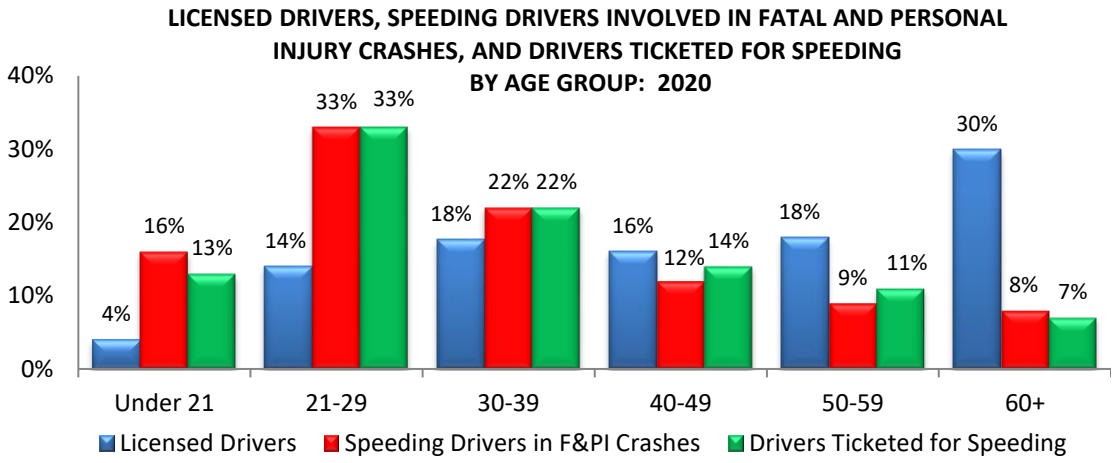
New York City with 32% of the state's licensed drivers accounted for 25% of the speeding drivers in F&PI crashes and 19% of the drivers ticketed for speeding.

Long Island was also underrepresented in speeding drivers in F&PI crashes (17%) and drivers ticketed for speeding (9%) when compared to its proportion of the state's licensed drivers (18%).

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be 21-29 years of age (33%). Drivers ages 21-29 years of age are also the most likely to be ticketed for speeding (33%).

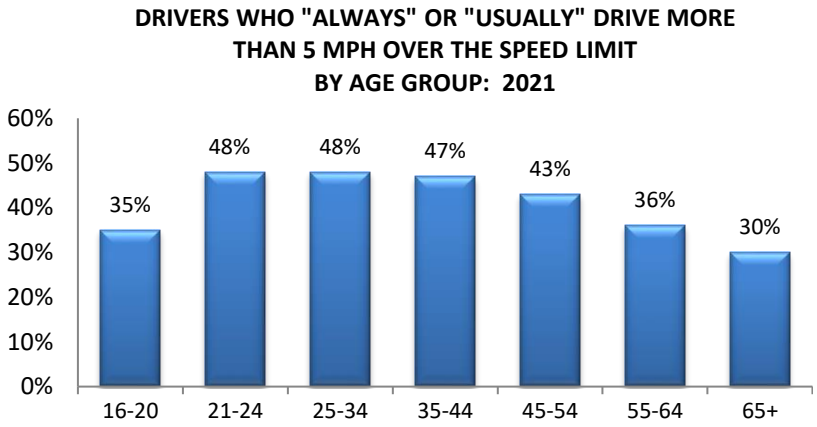
Based on comparisons with the proportion of licensed drivers in the under 21 and 21-29 age groups (4% and 14%, respectively), drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in fatal or personal injury crashes and the drivers who received speeding tickets. In 2020, drivers under 21 years of age accounted for 16% of the speeding drivers involved in F&PI crashes and 13% of drivers ticketed for speeding. Drivers 21-29 years of age, as mentioned above, accounted for 33% of the speeding drivers involved in F&PI crashes and 33% of those ticketed for speeding.



Source: NYS AIS/TSSR, Driver License, TSLED and AA / TSSR

The Driver Behavior Survey of 2021 shows drivers in the 21-24, 25-34 and 35-44 age groups were most likely to say they "always" or "usually" exceed the speed limit by more than 5 mph (47%- 48%).

Drivers ages 16-20 and those 65 and older were the least likely to report that they exceed the speed limit "always" or "usually" (35% and 30%, respectively).



Source: 2021 Driver Behavior Survey

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Fatal and Personal Injury Cell Phone Crashes and Tickets Issued for Cell Phone Violations

Cell phone use, either to talk or text, is one of the unsafe driving behaviors frequently associated with driver inattention and distraction. As previously stated, New York's definition of a "cell phone crash" is a crash that meets at least one of these criteria: 1) a contributing factor of Cell Phone (hand held), Cell Phone (hands free) and/or Texting was reported on the police accident report form; 2) a ticket was issued for a violation of VTL 1225-c (talking on a hand-held cell phone while driving) and/or VTL 1225-d (texting using a cell phone while driving).

As shown in the table below, annual fatal and personal injury crashes involving cell phone use and/or texting fluctuated between 2016 and 2019, then declined 13% between 2019 and 2020, from 500 to 433.

The number of tickets issued for talking on a hand-held cell phone (VTL 1225c) declined 37% from 2016 to 2019, then saw a sharp drop of 50% in 2020 from the previous year. Tickets for texting fluctuated from 2016 to 2019, then dropped 46% between 2019 and 2020. The total number of tickets issued for cell phone violations declined to 93,994, a drop of 48% from 2019.

POLICE-REPORTED FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING AND TICKETS ISSUED FOR CELL PHONE VIOLATIONS

	2016	2017	2018	2019	2020
Cell Phone Involvement in Police-Reported F&PI Crashes					
Cell Phone Crashes Only	360	406	372	371	331
Texting Crashes Only	68	55	64	59	39
Cell Phone & Texting Crashes	69	65	65	70	63
TOTAL	**497**	**526**	**501**	**500**	**433**
Tickets Issued for Cell Phone Violations					
Talking on Hand-Held Cell Phone (VTL 1225c)	113,370	104,786	86,343	71,059	35,257
Texting (VTL 1225d)	92,363	112,529	111,250	109,026	58,737
TOTAL	**205,733**	**217,315**	**197,593**	**180,085**	**93,994**

Sources: NYS AIS, TSLED and AA systems / TSSR

Because fatal and personal injury crashes involving cell phone or texting made up less than 0.5% of all fatal and personal injury crashes that occurred in the state, underreporting appears to be an issue and one that will continue to make it difficult to determine the scope of the problem.

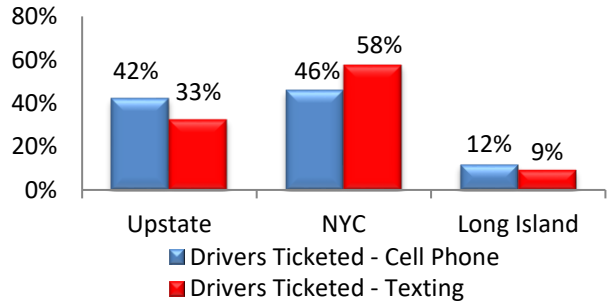
Analyses of the crash data for 2020 show the following:

- 60% of these crashes occurred in the Upstate area, 23% in New York City and 17% on Long Island.
- 75% of the drivers involved in these crashes were under age 40; 31% were 21-29 years of age, 24% were ages 30-39, and 19% were ages 16-20.

In 2020, the majority of drivers ticketed for cell phone (46%) and texting (58%) violations were issued tickets in New York City; 42% of drivers ticketed for cell phone use and 33% of drivers ticketed for texting were in the Upstate region. 12% of drivers ticketed for cell phone use and 9% of drivers ticketed for texting were on Long Island.

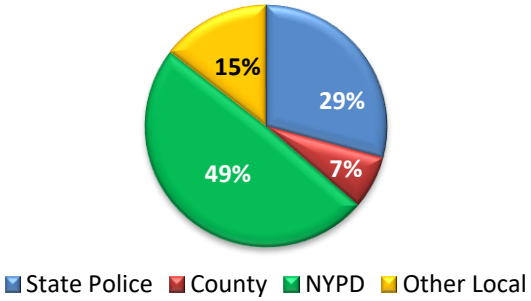
The NYPD issued 49% of all the tickets issued statewide for cell phone and texting violations in 2020. The remaining tickets were issued by the New York State Police (29%), other local police agencies (14%) and county police agencies (7%).

DRIVERS TICKETED FOR CELL PHONE USE AND TEXTING BY REGION: 2020



Sources: NYS TSLED and AA Systems / TSSR

PROPORTION OF CELL PHONE AND TEXTING TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2020



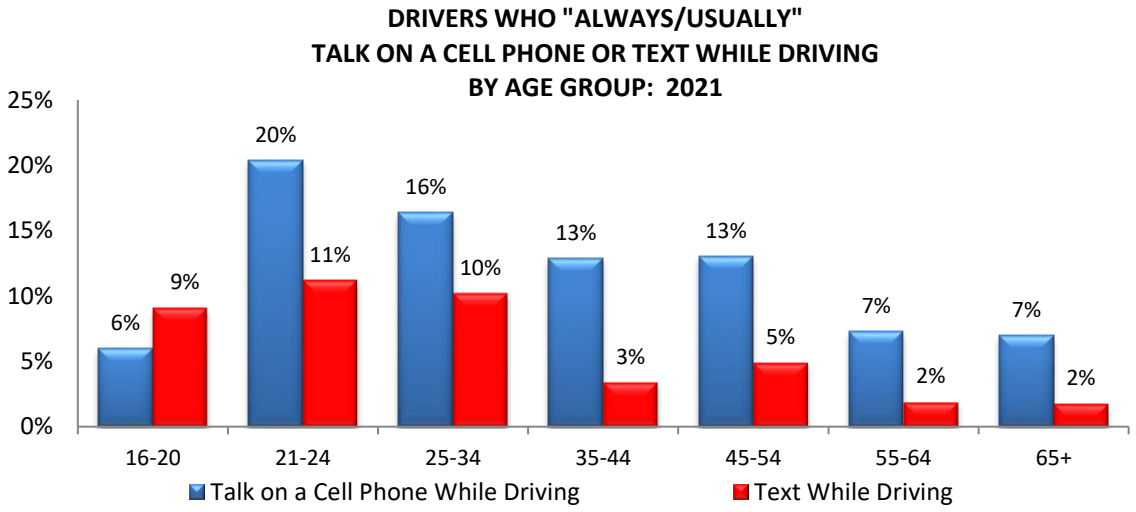
Sources: NYS TSLED and AA Systems / TSSR

Driver Behavior and Attitudinal Surveys

A series of questions on cell phone use and texting is included in the annual Driver Behavior Survey. The key results from the 2021 online survey are:

- Over one third of the drivers (38%) reported that they send or receive text messages while driving; 5% said that they "always" or "usually" text while driving.
- 65% of the drivers surveyed said that they talk on a cell phone while driving; 11% said they "always" or "usually" talk on a cell phone while driving.
- 85% of the drivers thought that texting affects a driver's ability to drive safely "a great deal" and another 11% said a driver's ability would be affected "a moderate amount". Only 4% thought that texting has no effect on driving ability.

Survey responses regarding cell phone use and texting while driving were also analyzed by age.



Source: 2021 Driver Behavior Survey

- In 2021, drivers in the age groups over 20 said they were more likely to talk on a cell phone while driving than to send or receive text messages. Drivers ages 21-24 and 25-34 were the most likely to talk on a cell phone while driving (20% and 16%, respectively).
- Drivers ages 21-24 were more likely than those in other age groups to text while driving (11%).

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 PTS program area. Examples of activities that will be considered for funding are listed under each strategy.

Regarding the recent increase in speeding-related fatalities, GTSC plans to continue its data-driven approach to target crashes involving speeding through the following:

- Create a new public service announcement and associated digital messaging.
- Using data analyses determining "hot spot" speed-related crash locations, identify focus communities and encourage them to conduct sustained speed enforcement activities.
- Add a second statewide ***Speed Awareness Week*** enforcement and engagement mobilization.
- Form a state-level workgroup to guide short- and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes caused by unsafe speed.

GTSC will also continue to use a data-driven approach to target distracted driving through these efforts:

- Partner with state, county, and municipal agencies and nonprofit agencies to investigate ways to change the behavior of drivers through enforcement, public awareness, and education.
- Encourage more local police agencies to use PTS grant funds to participate in the national U Drive U Text U Pay mobilization during April, which is designated "Distracted Driving Awareness Month."
- Expand the use of strategies that have been effective in the enforcement of cell phone and texting violations, such as the use of unmarked vehicles.
- Use crash data and the results from the Driver Behavior Survey to develop distracted driving messaging targeting high-risk groups and disseminate through local events, schools and social media.

Strategy PTS-1: Enforcement of Traffic Violations

Projected Safety Impact

Enforcement of violations of the state's VTL is the basic strategy used to deter and reduce dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on New York's roadways. The planned activities identified under this countermeasure strategy include the PTS program which provides grants to local law enforcement agencies to address traffic safety issues in their jurisdictions and high-visibility enforcement and engagement campaigns conducted statewide or in New York City.

Under this countermeasure strategy GTSC will support evidence-based traffic safety enforcement and engagement projects that focus on enforcement of and engagement with specific unsafe driving behaviors such as speeding, aggressive driving, cell phone use and texting; specific high-risk groups of motorists such as young drivers; and specific types of roadways or areas of the state overrepresented in crashes such as rural areas. Pedestrian enforcement and engagement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will also be considered for funding. These evidence-based enforcement and engagement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

High-visibility seat belt enforcement and engagement efforts, including participation in the national mobilization in May which includes the border-to-border initiative, will also be funded under the PTS program area. All police agencies receiving PTS grants are required to participate in the national seat belt mobilization in May.

Effective strategies include high-visibility enforcement and engagement that combines saturation enforcement details and roving patrols; enforcement and engagement 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 and engagement that increases the efficiency and effectiveness of the resources deployed. These resources will be channeled through the law enforcement community to conduct enforcement and engagement details that focus on drivers who exhibit dangerous driving behaviors regardless of the type of vehicle they are operating.

Applications for funding will be required to use a data-driven approach to demonstrate the need for these focused enforcement and engagement efforts. Police agencies should consider the different areas within their community where crashes most frequently occur. This information will be useful when scheduling 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.

This Enforcement of Traffic Violations countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets selected.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The level of law enforcement, as measured by the number of tickets issued for traffic violations, has been maintained at a fairly consistent level from 2016 to 2019, but in 2020 there was a drop of 35% in the number of tickets issued. It is critical to conduct in-depth crash analyses on both the state and local levels to determine if traffic safety priorities are being adequately addressed and where additional enforcement and engagement efforts may be warranted. For example, the 5-year average number of fatalities in speed-related crashes was on the decline from 2016 to 2019 but increased in 2020. Also, speed-related fatal crashes accounted for 34% of all fatal crashes in 2020, and speed-related injury crashes accounted for 12% of all crashes involving personal injury. These crash analyses support the continued need for more speed enforcement and engagement. Crash and ticket analyses by geographic region also guide the deployment of resources to the areas of the state where the need for additional enforcement and engagement is greater.

The issues and trends identified through problem identification are used in setting the targets for the selected performance measures and in determining the planned activities eligible for funding under the countermeasure strategy. Collectively, the countermeasure strategies in the PTS program area will enable the state to make progress toward the targets set for speeding fatalities and fatal and personal injury crashes involving cell phone use. Sufficient funding has been allocated for the effective implementation of this countermeasure strategy and the associated planned activities.

Rationale for Selection

Enforcement of Traffic Violations, including High-Visibility Enforcement, are evidence-based strategies identified in *Countermeasures That Work.*

Police Traffic Services (PTS) **PTS-2023-001**

Through the 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 and countermeasures that will be effective in reducing the frequency and severity of crashes in the targeted areas.

PTS grants use a variety of enforcement and engagement techniques such as stationary or moving patrols, low-visibility (low profile) patrol cars for better detection and apprehension, bicycle patrols, police spotters in conjunction with dedicated patrol units at identified problem locations, high-visibility patrol cars for prevention and deterrence and safety checkpoints.

In FFY 2023, the primary emphasis will continue to be projects that focus on unsafe speed, aggressive driving behaviors and distracted driving. Seat belt enforcement and engagement efforts, including participation in the national mobilization in May and the border-to-border initiative, will also be eligible for PTS funding.

Coordinated special high-visibility enforcement and engagement mobilizations involving multiple agencies will also be supported. Local agencies will be allowed to use their PTS grant funding to participate in events such as the Speed Week campaigns coordinated by the NYSP, NYSACOP and the New York State Sheriff's Association and programs such as "Operation Hang-Up" conducted by the NYSP and the National Distracted Driving Enforcement and Engagement Campaign to increase compliance with the state's cell phone and texting laws. Enforcement and engagement conducted in conjunction with youth safe driving campaigns such as the "No Empty Chair" campaign will also continue to be funded. In addition, pedestrian enforcement and engagement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will be considered for funding. These enforcement and engagement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

Operation Safe Stop, a statewide traffic safety education and enforcement event held one day a year to raise awareness and deter the illegal passing of a stopped school bus, will also continue to be supported.

In FFY 2022, GTSC funded 241 PTS grants; 251 applications for PTS grants were received in FFY 2023.

Intended Subrecipients: Local police agencies

Statewide and New York City High-Visibility Focused Enforcement & Engagement Campaigns PTS-2023-002
Statewide and New York City enforcement and engagement campaigns that focus on a single traffic safety issue or unsafe driving behavior will be considered for funding. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies that are deployed based on a data-driven problem identification process. Enforcement and engagement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, will be supported. One example of this is the GTSC-sponsored ***Speed Awareness Week*** – a high-visibility enforcement and engagement campaign aimed at reducing incidences of speed-related crashes. Enforcement and engagement campaigns implemented by the NYPD to address specific high-priority issues that affect the five boroughs of New York City are also eligible for funding. For example, the NYPD is requesting funding to conduct pedestrian and bicyclist safety enforcement and engagement.

Intended Subrecipients: State law enforcement and local police agencies

Strategy PTS-2: Law Enforcement Training Programs

Projected Safety Impact

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 PTS program area. 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 are key components of an effective TSEP program and will continue to be funded. These types of programs may be delivered via several 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.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Data-driven training and education for police officers is a key component of an evidence-based enforcement and engagement program to ensure that resources are both effectively and efficiently deployed to address traffic safety priorities. Based on the results of problem identification, the data-driven planned activities under this countermeasure strategy will focus on training officers on priority traffic safety issues, the implementation of specific enforcement and engagement strategies, and the use of tools such as crash investigation. Sufficient funding has been allocated for the effective implementation of these program areas.

Rationale for Selection

Evidence-based high-visibility and other traffic enforcement and engagement strategies are primary deterrents to unsafe driving behaviors. Police officers must be given the education, training and tools to support these enforcement and engagement efforts and implement them effectively.

Training for Law Enforcement PTS-2023-003

Training programs that provide police officers with the knowledge and information needed to safely and effectively enforce traffic violations involving specific types of vehicles such as commercial vehicles, will be considered for funding. One example is the Commercial Motor Vehicle (CMV) Law Enforcement Awareness Trainings formerly provided by GTSC in concert with members of the Suffolk County Highway Patrol CMV Enforcement Unit. Since its inception in 2014, GTSC has provided 18 one-day trainings to over 1000 police officers representing numerous agencies. In FFY 2022, GTSC conducted an updated and more concise pilot version of this training in collaboration with NYSACOP and a retired NYSP Commercial Vehicle Enforcement Unit master trainer. The training continues providing information and best practices to law enforcement officers as they engage CMV drivers in routine traffic stops. Programs that educate law enforcement on particular safety issues related to specific groups of drivers, such as older drivers and vulnerable roadway users such as pedestrians and bicyclists, will also be supported.

The Below 100 Program is a training program for law enforcement that focuses on officer safety. The goal of the training is to reduce line-of-duty deaths nationally to below 100 annually. The training focuses on and incorporates five Core Tenets that are changing police culture and saving lives: Wear Your Belt, Wear Your Vest, Watch Your Speed, What's Important Now (WIN), and Remember, Complacency Kills. Following these tenets helps keep officers safe and allows them to lead by example; seeing law enforcement officers wearing their seat belts and driving at safe speeds helps to encourage safe driving behavior by other motorists. In addition to enforcing New York's VTL, 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 teen drivers. Projects that provide toolkits and other educational resources for police officers and other educators will be considered for funding.

Intended Subrecipients: State law enforcement and local police agencies

Evidence-Based Traffic Safety Enforcement Training for Law Enforcement PTS-2023-004

Through its LELs, police officer training in the development of an Evidence-Based Enforcement and Engagement plan will be provided. The training will educate law enforcement officers on the process of using local crash and ticket data to identify problem areas specific to their communities. The data-driven problem identification approach involves the correlation of crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions. These analyses are then used to allocate police officer resources to details directly related to the identified problems. To ensure that enforcement and engagement resources are deployed effectively, police agencies are trained to implement evidence-based strategies. Police officers are also trained to continuously evaluate and adjust these strategies to accommodate shifts and changes in their local highway safety problems.

Intended Subrecipients: State law enforcement and local police agencies

Traffic Crash Investigation **PTS-2023-005**

Training programs in traffic crash investigation for the NYSP and local enforcement agencies will be eligible for funding. Funding will also be provided to support activities directly related to crash investigations and timely crash reconstruction of serious personal injury and fatal motor vehicle crashes. The NYS Police will be the primary agency providing collision reconstruction services. Funding will cover materials, supplies, travel and advanced technology to support crash reconstruction.

Intended Subrecipients: State law enforcement and local police agencies

Strategy PTS-3: Communications and Outreach

Projected Safety Impact

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 PTS program area. This countermeasure strategy and the associated planned activities that will be funded focus on Communications and Outreach by police agencies in New York State. Strong communication among police agencies at all jurisdictional levels is necessary to ensure the coordination and consistency of enforcement, engagement and deterrence efforts throughout the state. Through their networks, GTSC's LELs play a major role in communicating information and coordinating the involvement of law enforcement in the state's highway safety program. In addition, the involvement of law enforcement in outreach efforts that educate the public and raise awareness of the dangers of behaviors such as texting and driving, failure to use a seat belt and impaired driving, is important in encouraging safe driving behaviors and compliance with the state's traffic laws.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Data-driven communications and outreach efforts are a key component of an effective PTS program. The implementation of these efforts is closely aligned with the state's evidence-based TSEP and the data-driven deployment of enforcement and engagement resources. The planned activities under this countermeasure strategy include support for LELs who will communicate the traffic safety priorities identified by GTSC through data analyses to their constituents and coordinate statewide enforcement, engagement and deterrence efforts. Outreach efforts by police officers to educate motorists and raise public awareness of the priority issues identified by GTSC will also be supported. Sufficient funding has been allocated to support the effective implementation of these planned activities.

Rationale for Selection

Communications and outreach is an evidence-based countermeasure strategy and an important component of a comprehensive approach to deterring unsafe driving behaviors. The LELs representing the NYSP, the NYS Sheriffs' Association and NYSACOP each play an integral role in disseminating information to their constituents and coordinating enforcement and engagement efforts throughout the state. In turn, the law enforcement officers at the state, county and local levels can play a major role in educating motorists by communicating consistent traffic safety messages.

Law Enforcement Liaisons **PTS-2023-006**

GTSC plays a major role in the coordination of statewide law enforcement and engagement efforts through its LELs representing the NYSP, the NYS Sheriffs' Association and NYSACOP. The LELs provide GTSC with a strong police perspective on traffic safety through their law enforcement background and expertise. In addition, resources, communication networks and other statewide amenities are readily available through their organizations to further engage and promote a statewide coordinated response to traffic safety issues.

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 high-visibility enforcement and engagement campaigns and many other traffic safety initiatives such as the Operation Safe Stop Campaign. The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) Conference and the annual NY Highway Safety Symposium.

Intended Subrecipients: State and statewide not-for-profit agencies

Education and Outreach by Police Officers **PTS-2023-007**

One of the key elements of any traffic safety program is education. In addition to enforcing New York's VTL, 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.

Intended Subrecipients: State law enforcement and local police agencies

MOTORCYCLE SAFETY

Overview

Improving the safety of motorcyclists continues to be a priority for the state's highway safety program. Since motorcycles share the road with much larger vehicles, a combination of strategies must be used to ensure safe riding practices and awareness of motorcyclists on our roadways. New York State has a comprehensive motorcycle safety program that supports motorcycle awareness, motorcycle helmet usage, responsible use of alcohol, and rider education, skill development and licensing. New York's universal motorcycle helmet law is a strategy that has proven to be highly effective in reducing motorcyclist injuries and fatalities.

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 area. Assisting with these efforts is the Motorcycle Safety Workgroup which was formed in FFY 2016 to develop new data-driven messaging and other countermeasures to improve the safety of motorcyclists on New York's roadways. Led by GTSC, the workgroup consists of representatives from the New York State Police, local law enforcement, the NYS Association of Chiefs of Police, Department of Motor Vehicles (DMV), the NYS Department of Health (DOH), ITSMR and the Motorcycle Safety Foundation (MSF). One of the workgroup's initiatives that was implemented during the 2020 riding season was a public awareness campaign where motorcycle safety messages were displayed on the top of gas pumps and nozzles at over 150 fuel-filling stations located within specific counties in New York City and Long Island, the counties with the highest number of crashes in New York State involving a motorcycle and another motor vehicle. In 2018, a motorcycle survey was also sent out to a randomly selected sample of registered motorcyclists to garner opinions of New York State's current motorcycle safety & awareness messaging. In 2019, the workgroup began to analyze the results from this survey. The final results and analyses were used to inform new messaging and campaign materials for 2020.

New York's motorcycle rider education program, the Motorcycle Safety Program (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. More than 258,000 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.

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 MSP administered by NYS DMV.

Other partners that contribute to the attainment of the state's performance goals include the following: NYS Department of Transportation, NYS DOH, New York State Police, local enforcement agencies, MSF and Motorcycle Advocacy Groups.

Performance Report

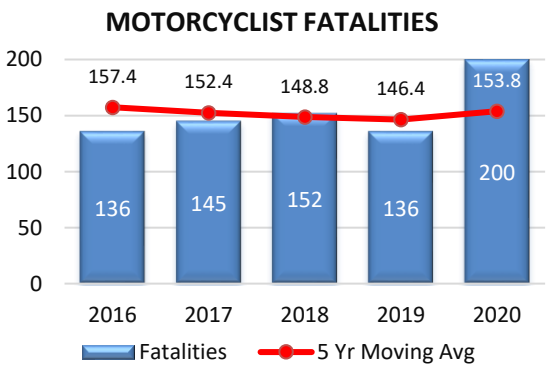
The core outcome measures for tracking progress in the Motorcycle Safety program area are motorcyclist fatalities and unhelmeted motorcyclist fatalities. Two additional performance measures for tracking progress are the number of motorcyclists injured in crashes and the number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties. The source for these two measures is the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).

Number of motorcyclist fatalities

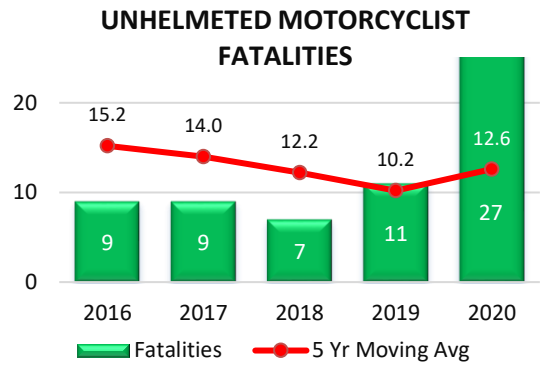
The five-year moving average for motorcyclist fatalities had a consistent downward trend from 2016 to 2019, declining from 157.4 to 146.4. Due to a substantial increase in motorcyclist fatalities in 2020, the 2020 five-year moving average increased to 153.8. This change indicates that the target of 144.9 set for 2018-2022 may be difficult to reach.

Number of unhelmeted motorcyclist fatalities

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. However, the downward trend in unhelmeted motorcyclist fatalities from 2016 to 2019 was reversed in 2020, when the five-year average climbed to 12.6. This change indicates that it may be difficult for New York to meet the goal of 10.1 set for 2018-2022.



Source: FARS

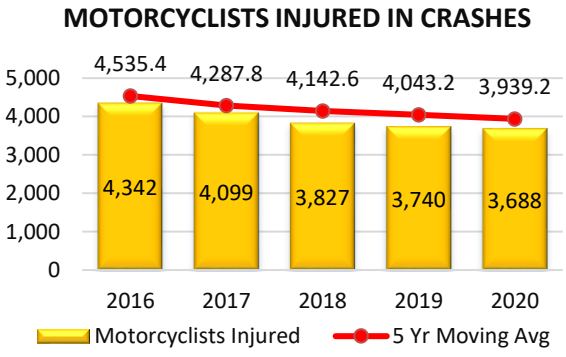


Source: FARS

Number of motorcyclists injured in crashes

The number of motorcyclists injured in crashes is the third performance measure tracked for the Motorcycle Safety program area.

Based on data from New York's AIS, the downward trend in the 5-year average for motorcyclists injured in crashes continued in 2020, reaching 3,939.2. This reduction meets and exceeds the target of 4,002.8 set for 2018-2022, indicating that this goal is likely to be met.

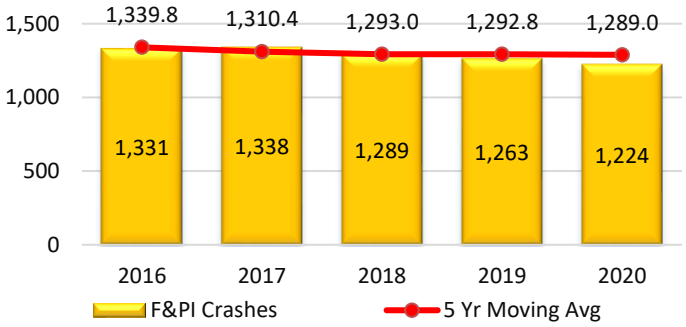


Source: NYS AIS / TSSR

Number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties

New York also tracks the number of F&PI crashes involving a motorcycle and another motor vehicle in the following high-risk counties: Kings, Queens, Bronx, Suffolk, New York and Nassau. The 5-year moving average number of these crashes declined from 1,339.8 in 2016 to 1,292.8 in 2019. In 2020, the 5-year moving average number of these crashes dropped further to 1,289.0. This change suggests that New York is likely to meet its target of 1,279.9 set for 2018-2022.

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE IN HIGH-RISK COUNTIES



Source: NYS AIS / TSSR

Problem Identification

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

Trends in Motorcycle Licenses and Registrations

During the decade between 2011 and 2020, the number of drivers with motorcycle licenses increased continuously from 675,131 in 2011 to 754,601 in 2017 and then declined slightly to 746,173 in 2020. Over the past five years, approximately 70% of all new motorcycle licenses were issued to graduates of the rider training program. During the same decade, the number of motorcycle registrations fluctuated between a peak of 350,420 in 2016 and a low of 333,641 in 2020.

Fatal and Personal Injury Motorcycle Crashes

From 2016 to 2019, fatal crashes involving motorcycles fluctuated between 132 and 149. From 2019 to 2020, New York saw a 37% increase to 181 fatal motorcycle crashes. In contrast, motorcycle crashes involving personal injury declined continuously from 2016 to 2020. In 2020, there were 3,543 motorcycle injury crashes, a decrease of 2% from 3,608 in 2019.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES

	2016	2017	2018	2019	2020	2019-2020 % Change
Fatal Crashes	134	143	149	132	181	37.1%
Injury Crashes	4,173	3,935	3,671	3,608	3,543	-1.8%
Fatal & PI Crashes	**4,307**	**4,078**	**3,820**	**3,740**	**3,724**	**-0.4%**

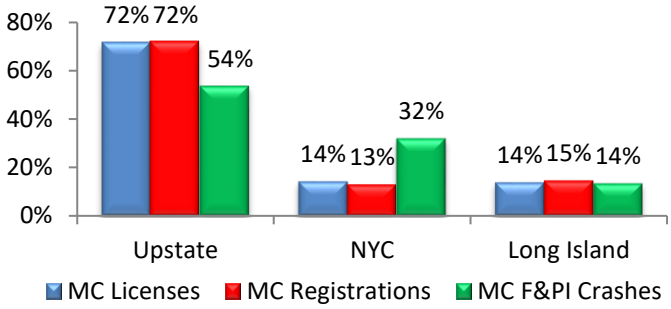
Source: NYS AIS/TSSR

Analyses by Region and County

In 2020, 54% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 32% occurred in New York City and 14% occurred in Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (32%) compared to the proportion of the motorcycle licenses (14%) and registrations (13%) in the region. The counties with the greatest number of fatal and personal injury motorcycle crashes in 2020 were Kings (367), Queens (349), Suffolk (290), Bronx (231), Nassau (215), Erie (199), New York (180), Monroe (168), Westchester (140) and Orange (125).

MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES BY REGION: 2020



Sources: NYS AIS, Driver License and Vehicle Registration Files / TSSR

As the table below shows, the percentage change in the number of fatal and personal injury motorcycle crashes statewide from 2019 to 2020 differed by regions of the state. While there was a 4% decrease in fatal and personal injury crashes in New York City between 2019 and 2020, fatal and personal injury crashes involving motorcycles increased by 4% in Long Island and 1% in the Upstate region.

F & PI MOTORCYCLE CRASHES BY REGION: 2018-2020

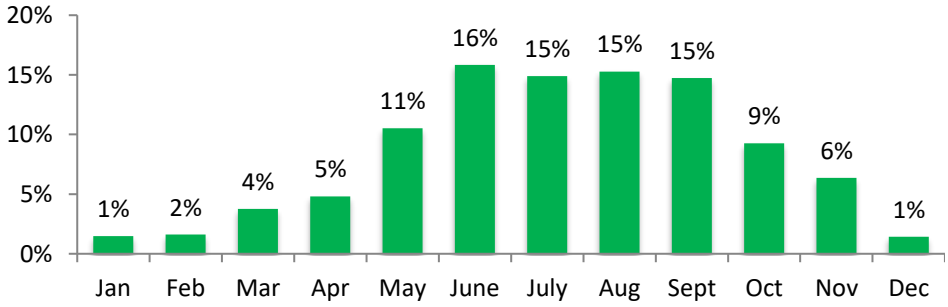
	2018	2019	2020	% Change 2019-2020
New York State	3,820	3,740	3,724	-0.4%
Upstate	2,038	2,008	2,026	0.9%
New York City	1,310	1,245	1,193	-4.2%
Long Island	472	487	505	3.7%

Source: NYS AIS/TSSR

Analyses by Month, Day of Week and Time of Day

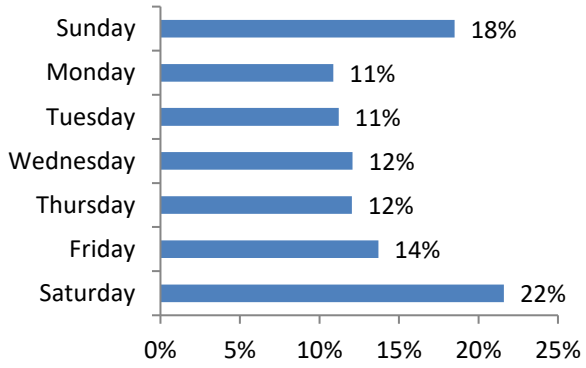
The chart below reflects the seasonal nature of motorcycle riding in New York State. In 2020, nearly half of the fatal and personal injury crashes involving motorcycles occurred during the summer months (16% in June, 15% in July and 15% in August). An additional 26% of these crashes occurred in May (11%) and September (15%).

MOTORCYCLE FATAL & PI CRASHES BY MONTH: 2020

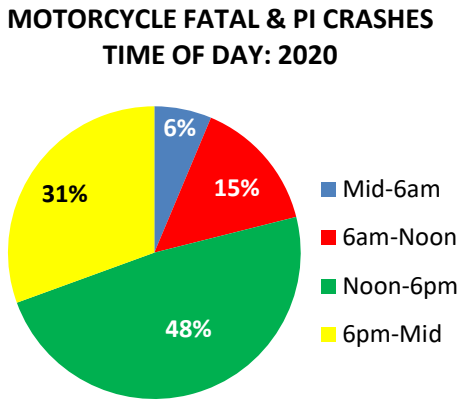


Source: NYS AIS/TSSR

Fatal and personal injury motorcycle crashes in 2020 were most likely to occur on Saturday (22%) and Sunday (18%). 48% of the crashes occurred between noon and 6 pm and another 31% occurred between 6pm and midnight.



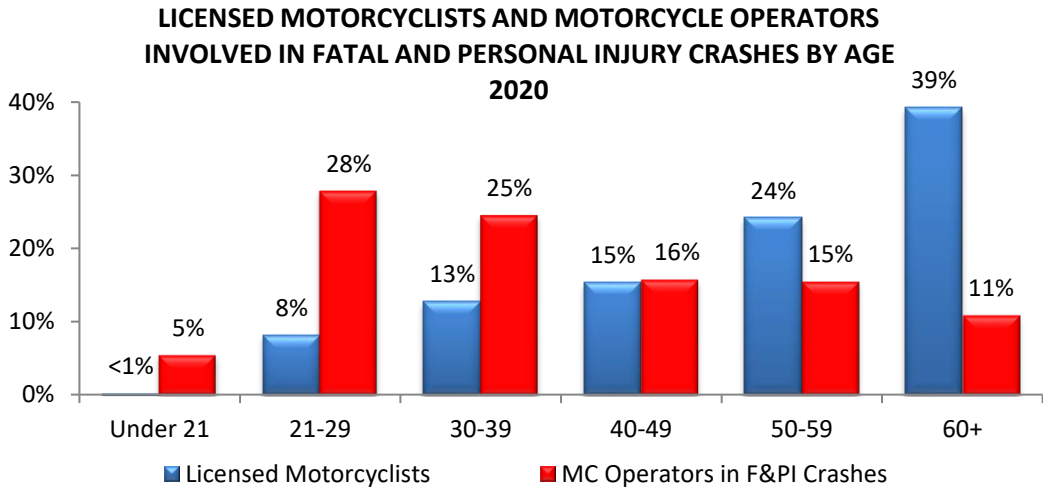
Source: NYS AIS / TSSR



Source: NYS AIS / TSSR

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age have been overrepresented by a factor of 3.5 in motorcycle crashes. In 2020, 28% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 8% of the licensed motorcyclists were 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 were also overrepresented in fatal and personal injury crashes.



Source: NYS AIS/TSSR and Driver License File

Contributing Factors

In 2020, human factors were reported as contributing factors for 80% of the F&PI crashes involving motorcycles, vehicular factors for 5% and environmental factors for 14%. The top vehicular factors reported were defective brakes (29 crashes), steering failure (21) and tire failure (18). The top environmental factors reported were animal's action (208 crashes) and obstruction/debris (103).

The top ten human factors that were reported are shown in the table below. In 2020, unsafe speed and driver inattention/distraction were the two contributing factors most frequently reported for motorcycle crashes. In 2018 and 2019, failure to yield right-of-way and unsafe speed were the top two contributing factors.

TOP TEN HUMAN FACTORS IN POLICE-REPORTED F&PI MOTORCYCLE CRASHES

	2018 (N=3,708)	2019 (N=3,637)	2020 (N=3,610)
Unsafe Speed	18.2%	18.2%	20.7%
Driver Inattention/Distraction	17.5%	17.0%	18.1%
Failure to Yield Right-of-Way	19.5%	18.1%	17.4%
Passing/Lane Changing/Improper Use	16.0%	17.1%	16.8%
Following Too Closely	10.3%	10.4%	9.2%
Driver Inexperience	7.6%	6.5%	8.7%
Turning Improperly	5.6%	6.1%	5.9%
Reaction to Other Uninvolved Vehicle	6.9%	6.8%	5.8%
Traffic Control Device Disregarded	3.7%	4.0%	5.0%
Alcohol Involvement	3.0%	3.3%	2.6%

Source: NYS AIS/TSSR

Crashes Involving a Motorcycle and Another Motor Vehicle

In 2020, 3,724 fatal and personal injury crashes involved a motorcycle. Approximately six out of ten of these motorcycle crashes involved another motor vehicle (2,165). The top five contributing factors for motorcyclists involved in fatal and personal injury crashes with another motor vehicle in 2020 were Passing/Lane Changing/Improper Use (14%), Unsafe Speed (14%), Driver Inattention/Distraction (11%), Following Too Closely (8%), and Driver Inexperience (5%). For the drivers of other vehicles involved in a crash with a motorcycle, Failure to Yield the Right-of-Way was by far the most frequently cited contributing factor (22%), followed by Driver Inattention/Distraction (14%), Passing/Lane Changing/Improper Use (7%), Turning Improperly (6%), and Following Too Closely (5%).

TOP CONTRIBUTING FACTORS FOR MOTORCYCLISTS AND THE OTHER MOTORISTS IN F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE: 2020

Motorcyclists (N=2,196)	
Passing/Lane Changing/Improper Use	13.9%
Unsafe Speed	13.6%
Driver Inattention/Distraction	11.3%
Following Too Closely	8.3%
Driver Inexperience	4.7%
Other motorists (N=2,395)	
Failure to Yield Right-of-Way	21.6%
Driver Inattention/Distraction	13.8%
Passing/Lane Changing/Improper Use	7.2%
Turning Improperly	6.1%
Following Too Closely	4.6%

Source: NYS AIS

The number of fatal and personal injury crashes involving a motorcycle and another motor vehicle that occurred in 2020 are presented by county in the table below. In addition, the number of motorcycle registrations per county are shown for comparison purposes. Due to recent changes made to the Police Accident Report form with regard to the capture and reporting of crashes involving property damage only, these crashes were excluded from the determination of the top jurisdictions requiring additional focus.

The counties that collectively accounted for the majority (57%) of fatal and personal injury crashes involving a motorcycle and another vehicle in 2020 were Kings, Queens, Bronx, Suffolk, Nassau and New York. These counties have consistently comprised the top six for these crashes since 2013. When the proportions of crashes are compared to the proportions of the state's motorcycle registrations in each of these counties, the four New York City counties (Kings, Queens, Bronx and New York) were all overrepresented. For example, 14% of these crashes occurred in Kings County but only 4% of the motorcycles were registered in that county. Suffolk County was slightly underrepresented in crashes when compared to the proportion of motorcycle registrations (8% of F&PI crashes vs. 9% of registrations) while Nassau County was only slightly overrepresented in crashes with respect to registrations (7% vs. 5%). Overall, the top six counties where the majority (57%) of F & PI crashes occurred accounted for only 26% of the state's motorcycle registrations.

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2020

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations*	% of Total
Total NYS	**2,165**	**100.0%**		**332,599**	
KINGS	307	14.2%	14.2%	11,616	3.5%
QUEENS	270	12.5%	26.7%	14,502	4.4%
BRONX	190	8.8%	35.4%	4,741	1.4%
SUFFOLK	180	8.3%	43.7%	31,275	9.4%
NASSAU	148	6.8%	50.6%	18,097	5.4%
NEW YORK	129	6.0%	56.5%	7,135	2.1%
MONROE	111	5.1%	61.7%	15,507	4.7%
ERIE	109	5.0%	66.7%	20,733	6.2%
WESTCHESTER	75	3.5%	70.2%	13,306	4.0%
ALBANY	49	2.3%	72.4%	6,631	2.0%
RICHMOND	47	2.2%	74.6%	5,920	1.8%
ORANGE	43	2.0%	76.6%	10,020	3.0%
ULSTER	39	1.8%	78.4%	7,063	2.1%
ONONDAGA	37	1.7%	80.1%	11,133	3.3%
DUTCHESS	36	1.7%	81.8%	8,238	2.5%
SARATOGA	33	1.5%	83.3%	8,705	2.6%
BROOME	29	1.3%	84.6%	5,458	1.6%
NIAGARA	29	1.3%	86.0%	7,426	2.2%
ONEIDA	26	1.2%	87.2%	7,032	2.1%
ROCKLAND	23	1.1%	88.2%	4,567	1.4%
RENSSELAER	20	0.9%	89.1%	5,408	1.6%
SCHENECTADY	16	0.7%	89.9%	4,668	1.4%
CHAUTAUQUA	14	0.6%	90.5%	4,737	1.4%
OSWEGO	13	0.6%	91.1%	5,196	1.6%
ONTARIO	12	0.6%	91.7%	4,009	1.2%

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations*	% of Total
ST LAWRENCE	12	0.6%	92.2%	4,072	1.2%
PUTNAM	11	0.5%	92.7%	3,425	1.0%
SULLIVAN	11	0.5%	93.3%	2,963	0.9%
WARREN	11	0.5%	93.8%	2,892	0.9%
GREENE	10	0.5%	94.2%	2,781	0.8%
STEUBEN	10	0.5%	94.7%	3,855	1.2%
CORTLAND	8	0.4%	95.1%	1,909	0.6%
FULTON	8	0.4%	95.4%	2,616	0.8%
MONTGOMERY	8	0.4%	95.8%	2,289	0.7%
COLUMBIA	7	0.3%	96.1%	2,577	0.8%
TOMPKINS	7	0.3%	96.4%	2,449	0.7%
GENESEE	6	0.3%	96.7%	2,308	0.7%
CAYUGA	5	0.2%	97.0%	3,011	0.9%
CHEMUNG	5	0.2%	97.2%	2,620	0.8%
HERKIMER	5	0.2%	97.4%	2,743	0.8%
LIVINGSTON	5	0.2%	97.6%	2,720	0.8%
WASHINGTON	5	0.2%	97.9%	3,150	1.0%
WAYNE	5	0.2%	98.1%	4,534	1.4%
CLINTON	4	0.2%	98.3%	3,212	1.0%
TIOGA	4	0.2%	98.5%	1,751	0.5%
CATTARAUGUS	3	0.1%	98.6%	3,349	1.0%
FRANKLIN	3	0.1%	98.8%	1,713	0.5%
JEFFERSON	3	0.1%	98.9%	3,773	1.1%
MADISON	3	0.1%	99.0%	2,973	0.9%
ORLEANS	3	0.1%	99.2%	1,628	0.5%
SCHOHARIE	3	0.1%	99.3%	1,618	0.5%
ESSEX	2	0.1%	99.4%	1,577	0.5%
OTSEGO	2	0.1%	99.5%	2,291	0.7%
SENECA	2	0.1%	99.6%	1,322	0.4%
WYOMING	2	0.1%	99.7%	1,860	0.6%
YATES	2	0.1%	99.8%	980	0.3%
ALLEGANY	1	0.0%	99.8%	1,783	0.5%
CHENANGO	1	0.0%	99.9%	2,211	0.7%
DELAWARE	1	0.0%	99.9%	1,972	0.6%
HAMILTON	1	0.0%	100.0%	329	0.1%
SCHUYLER	1	0.0%	100.0%	961	0.3%
LEWIS	0	0.0%	100.0%	1,259	0.4%

Sources: NYS AIS, Vehicle Registration File/TSSR

** Excludes out-of-state motorcycle registrations*

The table below shows that over the five-year period 2016-2020, statewide crashes involving a motorcycle and another motor vehicle had a downward trend, from 2,448 in 2016 to 2,165 in 2020. Between 2019 and 2020, these crashes decreased by 2%. Among the top 6 counties, the greatest declines between 2019 and 2020 occurred in Kings County (10%), followed by Queens County (7%) and New York County (6%). Meanwhile, motorcycle/motor vehicle crashes increased by 10% in Nassau County, and by 3% in Bronx County and Suffolk County. Within the top 6 counties, there were 1,263 of these crashes in 2019 and 1,224 in 2020, a decrease of 3%.

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE, NYS AND TOP 6 COUNTIES

	2016	2017	2018	2019	2020	2019-2020% Change
Total NYS	**2,448**	**2,327**	**2,261**	**2,201**	**2,165**	**-1.6%**
Kings	346	368	353	342	307	-10.2%
Queens	303	309	333	290	270	-6.9%
Bronx	143	168	154	184	190	3.3%
Suffolk	185	184	160	175	180	2.9%
Nassau	202	138	123	135	148	9.6%
New York	152	171	166	137	129	-5.8%
Total Top 6 Counties	**1,331**	**1,338**	**1,289**	**1,263**	**1,224**	**-3.1%**
% of NYS	**54.4%**	**57.5%**	**57.0%**	**57.4%**	**56.5%**	

Source: NYS AIS

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. Examples of activities that will be considered for funding are listed under each strategy.

To combat the rising motorcyclist fatalities, GTSC will increase its educational and awareness outreach. Educational materials will be updated in partnership with local law enforcement and DOH. This includes the creation of a new Public Service Announcement as well as updated educational materials for local law enforcement. GTSC will encourage New York State agencies and grantees to conduct more educational outreach events at local events within their communities.

Strategy MC-1: Motorcycle Rider Training and Education

Projected Safety Impact

The Motorcycle Rider Training and Education countermeasure strategy focuses on the provision of classroom and field training that teach motorcyclists the skills they need to operate safely on the state's roadways. Support for the planned activity, the New York State Motorcycle Safety Program, will be provided under this countermeasure strategy. New York's motorcycle rider education program, the MSP, is a major component of New York's comprehensive approach to address and improve motorcycle safety in the state. By continuing to expand the number of motorcyclists who have received training and the number who have received motorcycle licenses, this strategy and planned activity will continue to have a substantial positive impact.

In FFY 2023, the DMV MSP will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. There are presently 18 training schools with 43 training ranges that deliver rider training around the state.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The majority of fatal and personal injury motorcycle crashes in 2020 occurred in the Upstate region (54%), followed by New York City (32%) and Long Island (14%). Currently, the state's motorcycle rider training programs are offered in 27 counties. Approximately 60% of the fatal and personal injury motorcycle crashes involved a motorcyclist and another motor vehicle. In 2020, Kings, Queens, Bronx and New York counties in New York City and Suffolk and Nassau counties on Long Island were the top six counties for these fatal and personal injury crashes and, collectively, comprised 57% of all fatal and personal motorcycle/motor vehicle crashes that occurred in New York State.

Consistent with where the crashes are occurring, the majority of the motorcycle rider training sites are in Upstate counties; training programs are also located in four out of the five counties in New York City and in both counties on Long Island, the top six high-risk counties for crashes. By offering access to rider training across the state and consistent with the regional distribution of fatal and personal injury crashes, this countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes. Sufficient funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area

Rationale for Selection

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, Motorcycle Rider Training and Education and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Motorcycle rider education and training is an evidence-based countermeasure strategy that focuses on increasing motorcycle safety by elevating the skills of motorcyclists operating on the state’s roadways. Motorcyclists who complete the course can waive the license test; this provides a strong incentive for riders to take the course and increases the number of licensed motorcyclists. Since a portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs, only funds to support the administration of the program are allocated.

NYS Motorcycle Safety Program — MC-2023-001

The New York State DMV contracts with MSF, a national leader in motorcycle safety and education, to deliver the MSF Basic Rider Course throughout the state. In addition to user fees, a portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs. No NHTSA monies are used to fund this program.

Currently, there are 24 counties with training sites where motorcycle rider training courses will be conducted during FFY 2023. As shown in the table below, collectively these counties account for 60.2% of the motorcycle registrations in the state, demonstrating excellent coverage for the program and compliance with Section 405(f) Motorcyclist Safety Criterion: Motorcycle Riding Training Courses.

NYS MOTORCYCLE REGISTRATIONS & ACTIVE MOTORCYCLE RIDER TRAINING SITES BY COUNTY

Counties with Training Sites Where Courses Will be Conducted in FFY 2023	# of Motorcycle Registrations per County, 2020*	% of All MC Registrations in NYS
NEW YORK STATE	**332,599**	
ALLEGANY	1,783	0.5%
BRONX	4,741	1.4%
BROOME	5,458	1.6%
CHAUTAUQUA	4,737	1.4%
CLINTON	3,212	1.0%
DUTCHESS	8,238	2.5%
ERIE	20,733	6.2%
JEFFERSON	3,773	1.1%
KINGS	11,616	3.5%
MONROE	15,507	4.7%
NASSAU	18,097	5.4%
NIAGARA	7,426	2.2%
ONEIDA	7,032	2.1%
ONONDAGA	11,133	3.3%
ONTARIO	4,009	1.2%
ORANGE	10,020	3.0%
RENSSELAER	5,408	1.6%
RICHMOND	5,920	1.8%
SCHENECTADY	4,668	1.4%
ST LAWRENCE	4,072	1.2%
SUFFOLK	31,275	9.4%
TOMPKINS	2,449	0.7%
ULSTER	7,063	2.1%
WARREN	2,892	0.9%
TOTAL	**201,262**	**60.2%**

Sources: NYS DMV Registration File / TSSR; Motorcycle Safety Foundation
** Excludes out-of-state motorcycle registrations*

The road test waiver offered by New York's rider training program provides an additional incentive for new motorcyclists to complete a motorcycle rider education course and become licensed operators without having to take a DMV road test. Over the past five years, an average of 70% of all new motorcycle licenses were issued to graduates of the rider training program who waived the DMV road test. The Basic Rider Course 2 (BRC2-LW) and the Three-Wheeled Motorcycle BRC (3WBRC) also qualify for the road test waiver benefit.

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 continue to use a variety of outreach methods 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 the public training sites every year to ensure the program continues to maintain high standards for course delivery.

Intended Subrecipients: State and statewide not-for-profit agencies

Strategy MC-2: Communications and Outreach

Projected Safety Impact

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. The primary focus of this Communications and Outreach countermeasure strategy is on raising motorist awareness of motorcycle safety and the need to share the road safely with motorcycles. Communication strategies and outreach activities directed toward motorcyclists are also very important to improving motorcycle safety. This countermeasure strategy and the associated projects that will be funded should have a significant positive impact in preventing motorcycle crashes, especially those that involve another vehicle.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Approximately six out of ten motorcycle crashes involve a collision with another vehicle. Because of their vulnerability, the motorcyclist is much more likely to be killed or injured than the occupants of the other vehicle. In 2020, the top contributing factors cited for the other motorist involved in a fatal or personal injury crash with a motorcycle were "Failure to Yield the Right-of-Way" (22%) and "Driver Inattention/Distraction" (14%). One important component of a comprehensive approach that will have a positive impact on reducing motorcyclist fatalities and injuries is a strong public awareness campaign in those counties within the state that account for the majority of fatal and personal injury crashes that involve a motorcycle and another motor vehicle. The focus will be on raising the awareness of motorists in these high-risk counties regarding sharing the road safely with motorcycles.

The second associated planned activity under the Communications and Outreach countermeasure strategy will focus on education and outreach to motorcyclists by disseminating safety messages and materials through a variety of methods and venues. The projects under this strategy are expected to have an impact on the performance targets set for the following measures: Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

Sufficient funding has been allocated to support the effective implementation of the countermeasure and associated planned activities and have a positive impact on the targets set for the program area.

Rationale for Selection

This countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Communication and outreach efforts that focus on raising awareness of motorcycle safety issues among the other motorists who share the road with motorcyclists is an evidence-based countermeasure strategy and a key component of a comprehensive approach to reducing motorcycle crashes, fatalities and injuries.

Motorcycle Safety Awareness Program for Motorists MC-2023-002

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts, the counties within New York State that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2023. Based on 2020 state crash data, the counties that collectively accounted for the majority (57%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the downstate region: Kings, Queens, New York, and Bronx counties in New York City and Nassau and Suffolk counties on Long Island.

Projects that raise motorist 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 be supported under the Motorist Awareness Program. 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 public information and education (PI&E) materials that promote the Share the Road message. The Motorcycle Safety Workgroup formed by GTSC will also continue to investigate various avenues of communication with the motoring public to create a new motorcycle safety messaging campaign. One approach will be to utilize the results from the 2018 motorcycle survey to inform new messaging and determine the most effective avenues for messaging and outreach.

Outreach efforts to enhance driver awareness of motorcycles will also continue to be considered for funding. Examples include attendance at auto shows, fairs and other public events; presentations to driver education classes; and the use of social media to reach general and targeted audiences. The development of PI&E materials that can be distributed to various audiences and through other channels will also be supported. The outreach efforts and other activities that focus on raising motorist awareness and educating the general driving public about motorcycle safety will be supported by 405(f) Motorcyclist Safety Grant funds.

Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2023 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
- A geotargeting campaign featuring awareness messaging will be deployed to reach motorists in specific areas of the state that experience a high number and/or rate of motorcycle crashes.
- GTSC will participate in motorcycle safety and awareness outreach at the International Automobile Show and as well as the annual state fair and other relevant events throughout the state.
- GTSC will partner with DMV to distribute motorcycle safety and awareness messaging via mass mailings to motorists.
- New motorcycle safety and awareness materials will be developed and distributed at a minimum of three traffic safety events as well as to county DMVs, grantees and other traffic safety partners.
- A new motorcycle awareness PSA will be developed and filmed in partnership with NYS DOH.
- GTSC, in partnership with NYS DOH, will develop a tip card for law enforcement officers to educate both motor vehicle drivers and motorcycle riders.

Intended Subrecipients: State, local and not-for-profit agencies

Motorcyclist Awareness and Education **MC-2023-003**

Activities that focus on enhancing motorcycle safety through education and outreach to motorcyclists will also continue to be supported. These efforts include the development of educational materials, the promotion of U.S. Department of Transportation-approved helmets and conspicuous protective gear, and outreach to motorcyclists through avenues such as rallies, events or mass mailings. Some examples of the events that have been important venues for outreach to the motorcycling community are the

New York State Fair, the International Motorcycle Show in New York City and the annual Americade motorcycle rally, which draws more than 50,000 motorcyclists to Lake George each year.

Intended Subrecipients: State and statewide not-for-profit agencies

Strategy MC-3: Enforcement

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York's law enforcement community conducts routine enforcement details that focus on drivers who are engaged in dangerous driving behaviors such as impaired driving, distracted 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. Although federally-funded motorcycle checkpoints are no longer allowed, some local police agencies continue to conduct this type of enforcement using non-federal monies.

Training for law enforcement that is designed to improve the effectiveness of motorcycle enforcement efforts is included under this strategy. All enforcement efforts under the Motorcycle Safety program area will be data-driven and will be planned, implemented and monitored in accordance with the requirements of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP).

Projected Safety Impact

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York's law enforcement community conducts routine enforcement details that focus on drivers who are engaged in dangerous driving behaviors such as impaired driving, distracted 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. Although federally-funded motorcycle checkpoints are no longer allowed, some local police agencies continue to conduct this type of enforcement using non-federal monies.

Training for law enforcement that is designed to improve the effectiveness of motorcycle enforcement efforts is included under this strategy. All enforcement efforts under the Motorcycle Safety program area will be data-driven and will be planned, implemented and monitored in accordance with the requirements of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP). By focusing on the counties and regions where high numbers of motorcycle crashes are occurring, this countermeasure strategy and the associated planned activity should have a significant positive impact in preventing motorcycle crashes, especially those that involve another vehicle.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The 5-year moving average of the number of motorcyclist fatalities was on a consistent downward trend from 2016 to 2019. However, this 5-year average increased from 146.4 in 2019 to 153.8 in 2020, due to a large increase in the number of motorcyclist fatalities in 2020. With regard to the number of motorcyclist injuries, the 5-year moving average had a consistent downward trend, dropping from 4,535.4 in 2016 to 3,939.2 in 2020. Realistic targets have been set for future improvements in both measures. 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. The 5-year average number of unhelmeted motorcyclist fatalities declined from 15.2 to 10.2 between 2016 and 2019. However, in 2020 this number climbed to 12.6, due to an upsurge in unhelmeted motorcyclist fatalities in 2020.

The Enforcement countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

Funding has been allocated to support the effective implementation of the planned activities under the Enforcement strategy that will contribute to progress toward the targets set for the program area.

Rationale for Selection

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the enforcement of traffic violations and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Enforcement details targeting unsafe driving behaviors will complement other countermeasure strategies under the Motorcycle Safety program area and contribute to the reduction of motorcyclist fatalities and injuries.

Motorcycle Safety & Enforcement Training for Law Enforcement MC-2023-004

Training programs for law enforcement that focus on educating officers on motorcycle safety will continue to be supported. These programs include the requirements regarding motorcycle safety equipment, enforcement strategies and techniques, identifying impaired riders and other topics related to motorcycle safety.

The motorcycle safety and enforcement training program "Practical Guidelines for Motorcycle Enforcement" continues to be a popular and effective training initiative for law enforcement officers across the state. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists. In FFY 2022, GTSC provided this one-day training to 106 officers representing 50 agencies across the state.

A minimum of three enforcement trainings will be held in FFY 2023. 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 are conducted by a team of subject matter experts from the New York State Police and the New York State Association of Chiefs of Police in cooperation with GTSC, the DMV MSP, MSF and other law enforcement partners.

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

Intended Subrecipients: State law enforcement and local police agencies

Strategy MC-4: Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program

Research, evaluation and data analysis are essential components of a successful performance-based Motorcycle 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.

Project Safety Impact

Research, evaluation and data analysis are essential components of a successful performance-based Motorcycle 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.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Research and evaluation activities that support the state's comprehensive Motorcycle 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. The planned activities include support for a multi-agency Motorcycle Safety Workgroup which will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population.

Data-driven problem identification is the core of the highway safety planning process. The analysis of crash data to determine when and where crashes are occurring, who is involved, what factors contributed to the crashes and the trends in the data over time provides the basis for determining performance measures and setting targets and for identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set. Funding has been allocated to support the effective implementation of the planned activities that will have a positive impact on the targets set for the program area.

Rationale for Selection

Research, evaluation and analytical support are key activities that provide the foundation for a comprehensive evidence-based program that will positively impact non-motorist safety and contribute to the achievement of the selected performance targets.

Motorcycle Safety Workgroup MC-2023-005

In FFY 2023, the multi-agency Motorcycle Safety Workgroup will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population. The results of the 2018 motorcycle survey will inform the development of campaign messaging for the upcoming year and the Workgroup will be instrumental in piloting new campaign messages among the target population. There will be a special focus on reaching motorists from the counties with the highest number of motorcycle/motor vehicle crashes. The Workgroup will continue to meet quarterly to carry out the objectives and determine priorities for the year. The Workgroup will conduct outreach to various newspapers and magazines and will publish at least one article to publicize motorcycle safety and awareness issues and/or highlights. The Workgroup will also continue to collect crash data covering a 5-year period to look for trends and develop new countermeasures.

Intended Subrecipients: State, local and not-for-profit agencies

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

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. Effective solutions to these issues often require collaborative efforts involving education, engineering, engagement and enforcement countermeasures.

The Governor's Traffic Safety Committee (GTSC) plays the central role in promoting and coordinating multiple components of New York's Non-motorized (Pedestrians and Bicyclists) safety program. 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 initiatives. For instance, GTSC and other governmental agencies collaborated in developing a five-year, $110 million Pedestrian Safety Action Plan (PSAP), which outlines engineering, education and enforcement countermeasures designed to better protect our most vulnerable roadway users. Identified in the PSAP are 20 "focus communities" outside of New York City where data indicate pedestrian crashes are the most prevalent. The PSAP expired at the end of 2021. The state-level partners (GTSC, NYS Department of Transportation [DOT] and NYS Department of Health [DOH]) and the Federal Highway Administration (FHWA) are currently collaborating to develop a successor PSAP which will include fresh safety targets (communities/ neighborhoods/corridors) and equitable countermeasures. It is expected that work to develop this new action plan will be ongoing through 2022. Creation of a new five-year plan is the goal of GTSC.

Since implementation of the current PSAP in June 2016, GTSC has continued to organize and host law enforcement training sessions across the state designed to educate police officers, especially those from the designated "focus communities", on pedestrian and bicycle laws and strategies for enforcement. Utilizing resources and training personnel from NHTSA, a new one-day training curriculum was developed in 2017. Armed with these new course materials, GTSC is actively recruiting in-state law enforcement with an interest in pedestrian safety to act as future course instructors. Pedestrian safety training opportunities for law enforcement will continue to be made available in FFY 2023.

GTSC will continue to organize a two-week pedestrian safety education/engagement/enforcement mobilization, *Operation See! Be Seen!* During the first week, police officers work to make the public aware of pedestrian safety laws and distribute specially designed warning citations to motorists and pedestrians found in violation of these laws. This warning period is followed by a week of traditional high-visibility enforcement with ticketing as warranted. Similar details will be conducted again in 2023. To assist with these efforts, law enforcement agencies in select communities with a high incidence of pedestrian-involved crashes will be eligible and encouraged to apply for funding to support dedicated pedestrian safety enforcement and education projects.

In this program area, engineering countermeasures play a major role in efforts to improve safety. 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 DOT, NYS DOH, NYS Department of State, NHTSA, FHWA, NYC DOT, Metropolitan Planning Organizations, New York Metropolitan Transportation Council, Capital District Transportation Committee, NYS Association of Chiefs of Police, NYS Sheriffs' Association, NYS Police, NYS Association of Traffic Safety Boards, County Traffic Safety Boards, New York Bicycling Coalition and Safe Kids Coalitions.

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—our most vulnerable roadway users—must be designed and implemented to address both children and adults. Programs that call for the equitable engagement of these populations via material development and dissemination and outreach activities, events, trainings, etc., will be emphasized for funding.

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, pedestrians and law enforcement on New York State's Vehicle and Traffic Laws, including the pedestrian crossing and conditional yielding laws, and the 2010 law requiring drivers overtaking bicycles to pass to the left "at a safe distance" until they safely clear the bicycle. GTSC and the NYS DOH work jointly to recruit new health and traffic safety partners for the specific purpose of conducting outreach to the public on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety. These efforts will continue in FFY 2023. A major component of the work to be undertaken in FFY 2023 includes development of a video campaign focused on a commonly cited crash-causing factor in pedestrian-involved crashes, failure to yield. Projects focused on educating the public on these pertinent laws will be emphasized for funding.

The promotion of the use of helmets and other protective gear that have proven to be effective in reducing the severity of injuries suffered in motor vehicle crashes involving bicyclists and participants in 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. Bicycle safety skills clinics, also known as "rodeos," that educate children about applicable vehicle and traffic laws, teach safe riding behaviors, and ensure proper helmet fit, will also be emphasized for funding.

Performance Report

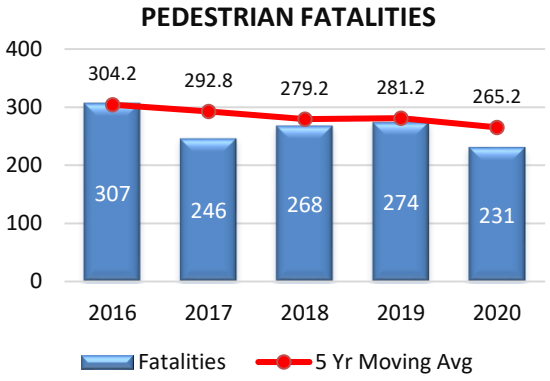
PEDESTRIAN SAFETY

Number of pedestrian fatalities

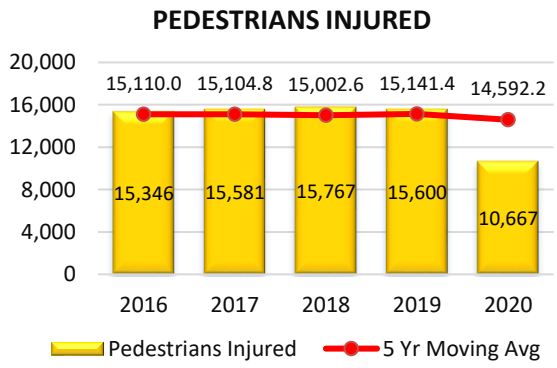
The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Based on FARS data, the 5-year average for pedestrian fatalities in New York State followed a downward trend from 2016 to 2018. Due to a substantial decline in pedestrian fatalities in 2020, the 2020 5-year average number of pedestrian fatalities in New York State dropped to 265.2, which met and exceeded the target of 277.2 set for 2018-2022.

Number of pedestrians injured in crashes

An additional performance measure used to track progress in the area of pedestrian safety is the number of pedestrians injured in motor vehicle crashes. Based on data from the state's AIS, the 5-year average number of pedestrians injured remained roughly the same between 2016 and 2019. Due to a substantial decline in the number of pedestrians injured in 2020, the 2020 5-year average number of pedestrians injured in motor vehicle crashes dropped to 14,592.2, which met and exceeded the target of 14,990.0 set for 2018-2022.



Source: FARS



Source: NYS AIS / TSSR

BICYCLE SAFETY

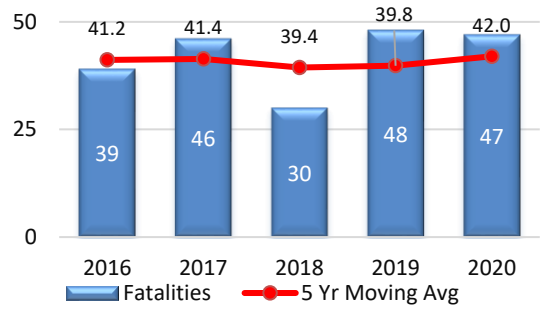
Number of bicyclist fatalities

The core outcome measure for tracking progress in bicycle safety is bicyclist fatalities. Based on FARS data, the 5-year moving average number of bicyclist fatalities increased from 39.8 in 2019 to 42.0 in 2020, indicating that the target of 39.0 set for 2018-2022 will be difficult to reach.

Number of bicyclists injured in crashes

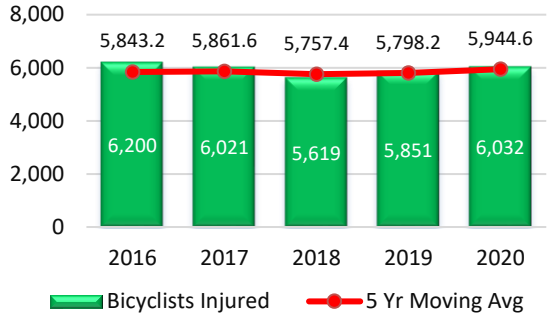
The number of bicyclists injured in motor vehicle crashes is another performance measure to help track progress in bicycle safety. The data source for this measure is the state's AIS system. The five-year moving average number of bicyclists injured in motor vehicle crashes fluctuated between 2016 and 2019. The 2020 five-year moving average number of bicylists injured increased by 3% to 5,944.6 from 5,798.2 in 2019. This increase suggests that the target of 5,740.2 set for 2018-2022 may be difficult to reach.

BICYCLIST FATALITIES



Source: FARS

BICYCLISTS INJURED



Source: NYS AIS / TSSR

Problem Identification

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

PEDESTRIAN SAFETY

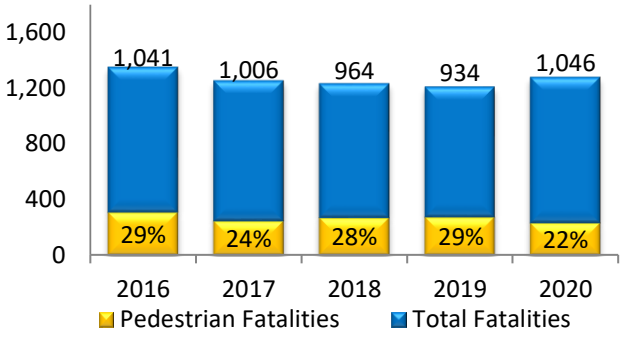
In 2020, total motor vehicle fatalities in New York State increased 12% from the previous year, while pedestrian fatalities declined by 16%. As a result, pedestrian fatalities as a proportion of total fatalities declined. In 2020, pedestrian fatalities accounted for 22% of all fatalities on New York's roadways compared to 29% in the previous year.

CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS IN PEDESTRIAN F&PI CRASHES*: 2020

CONTRIBUTING FACTORS	(N=10,261)
Driver Inattention/Distraction	31.9%
Failure to Yield Right-of-Way	30.8%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion	21.3%
Traffic Control Device Disregarded	5.3%
Backing Unsafely	5.2%
Unsafe Speed	3.8%
Passing or Lane Usage Improper	3.0%
PEDESTRIAN ACTIONS	(N=10,261)
Crossing, With Signal	28.8%
Crossing, No Signal or Crosswalk	20.9%
Crossing, No Signal, Marked Crosswalk	8.6%
Crossing, Against Signal	6.3%

Source: NYS AIS / TSSR
**Police-reported crashes*

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES



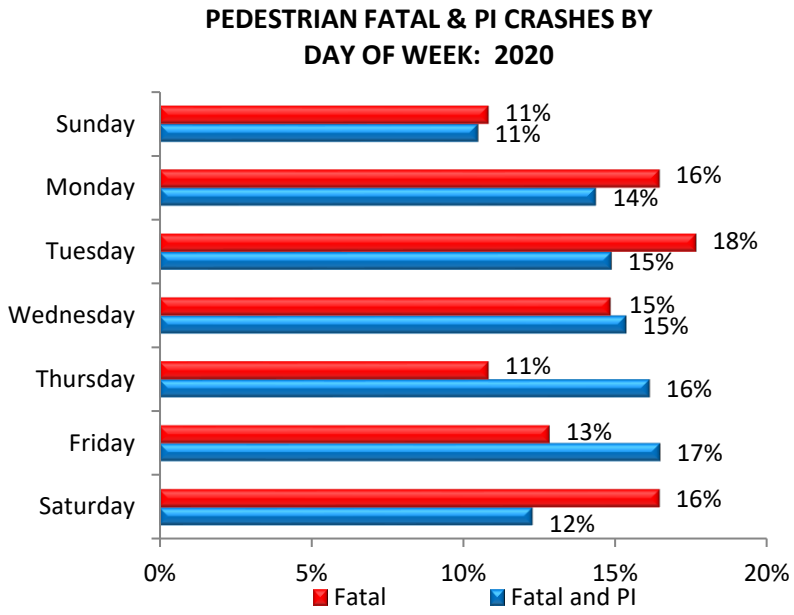
Source: FARS

The top three contributing factors reported in pedestrian fatal and personal injury crashes in 2020 were Driver Inattention/ Distraction (32%), Failure to Yield the Right-of-Way (31%), and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion (21%).

The pedestrians killed or injured in crashes were most frequently hit while crossing with the traffic signal (29%); 21% were hit while crossing at a location with no signal or crosswalk; 9% were hit while crossing at a location with a marked crosswalk and no signal and 6% were hit crossing against a signal.

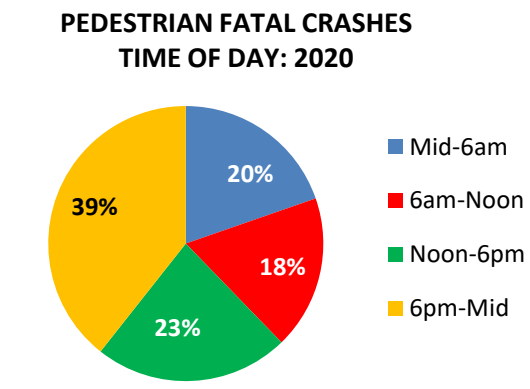
Analyses by Day of Week and Time of Day

In both 2019 and 2020, fatal and personal injury pedestrian crashes combined were more likely to occur on weekdays Monday through Friday than on the weekend. Fatal pedestrian crashes did not have a clear pattern by day of week in 2020.

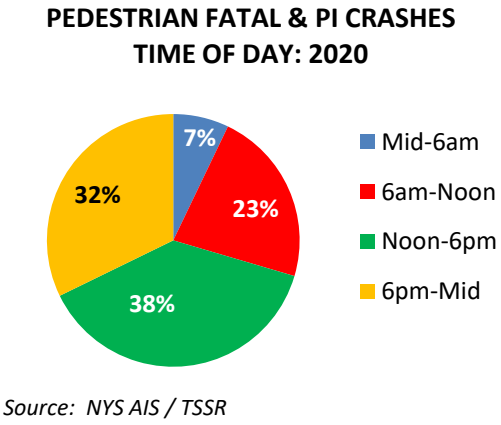


Source: NYS AIS / TSSR

Analyses by time of day show that 39% of the fatal pedestrian crashes in 2020 occurred between 6pm and midnight and another 23% occurred between noon and 6pm. When combined, the largest proportion of the fatal and personal injury pedestrian crashes (38%) occurred between noon and 6pm, while 32% occurred between 6pm and midnight.



Source: NYS AIS / TSSR



Source: NYS AIS / TSSR

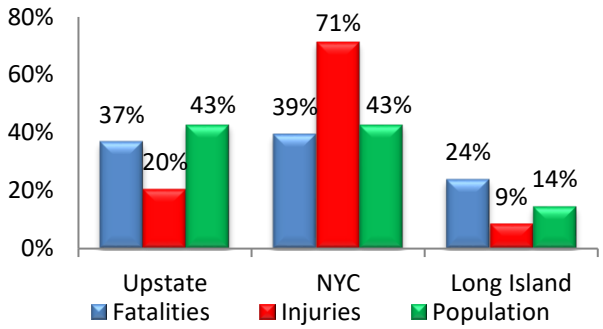
Analyses by Region and County

New York City is a particular concern for New York's pedestrian safety program. In 2020, 39% of the state's pedestrian fatalities and 71% of the pedestrians injured were the result of crashes in New York City. In

comparison, 37% of the fatalities and 20% of the injuries occurred in the Upstate region and 24% of the fatalities and 9% of the injuries occurred on Long Island. When compared with the proportion of the state's population that reside in the three regions, the New York City region is considerably overrepresented in pedestrians injured (43% of the population vs. 71% of the pedestrians injured); the Long Island region is overrepresented in pedestrian fatalities (14% of the population vs. 24% of the fatalities).

To further identify the areas of the state where changes have occurred, additional analyses were conducted on the changes in the numbers of pedestrians killed or injured between 2019 and 2020.

PEDESTRIANS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2020



Sources: FARS, NYS AIS/TSSR and U.S. Census Bureau

PEDESTRIANS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2019-2020

	2019	2020	% Change 2019-2020
NEW YORK STATE	**15,886**	**10,908**	**-31.3%**
REGION			
Upstate	3,064	2,267	-26.0%
New York City	11,408	7,677	-32.7%
Long Island	1,414	964	-31.8%
COUNTY			
Kings	3,752	2,602	-30.7%
Queens	2,880	1,796	-37.6%
Bronx	2,006	1,598	-20.3%
New York	2,343	1,421	-39.4%
Nassau	905	583	-35.6%

Source: NYS AIS/ TSSR

As the table shows, statewide, there was a 31.3% decrease in the number of pedestrians killed or injured in 2020, compared to the previous year. Such changes were present in all three regions. New York City experienced a decrease of 32.7% in pedestrians killed or injured. The Long Island region saw a decrease of 31.8%, and the Upstate region saw a decrease of 26%.

The five counties listed in the table have consistently ranked among those with the highest numbers of pedestrians killed or injured in crashes. In 2020, more pedestrians were killed or injured in Kings County than in the entire Upstate region (2,602 vs. 2,267); this was also the case in 2019. Between 2019 and 2020, the number of pedestrians killed or injured decreased by more than 35% in Queens, New York and Nassau Counties.

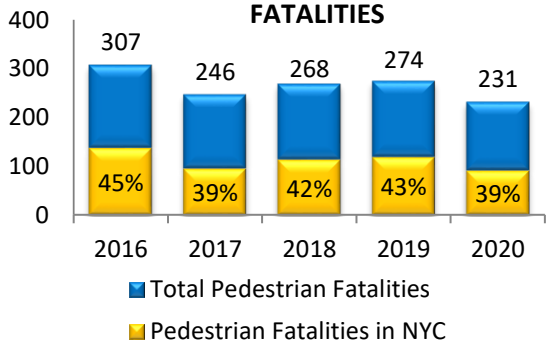
New York City

Between 2016 and 2019, the proportion of the state's pedestrian fatalities that occurred in New York City fluctuated from a high of 45% in 2016 to a low of 39% in 2017. Between 2019 and 2020, the proportion dropped from 43% to 39%.

Improving pedestrian safety in New York City is a priority for both the NYC DOT and the New York Police Department, which have undertaken a number of activities coinciding with the City's Vision Zero initiative.

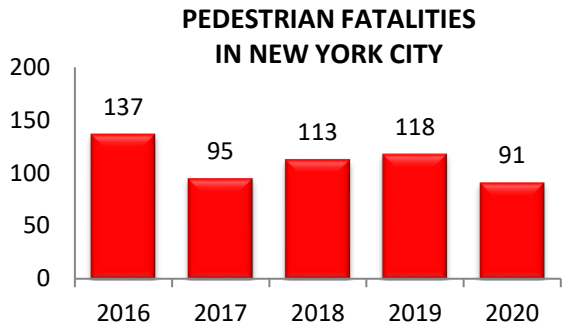
After reaching a 5-year low of 95 in 2017, the number of pedestrian fatalities in New York City increased to 118 in 2019. Between 2019 and 2020, the number of pedestrian

PEDESTRIAN FATALITES IN NYC AS A PROPORTION OF TOTAL PEDESTRIAN FATALITIES

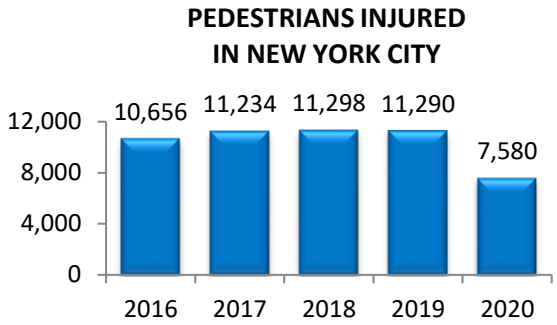


Source: FARS

fatalities in New York City dropped by 23% to 91; meanwhile the number of pedestrians injured in New York City declined by 33% from 11,290 to 7,580.



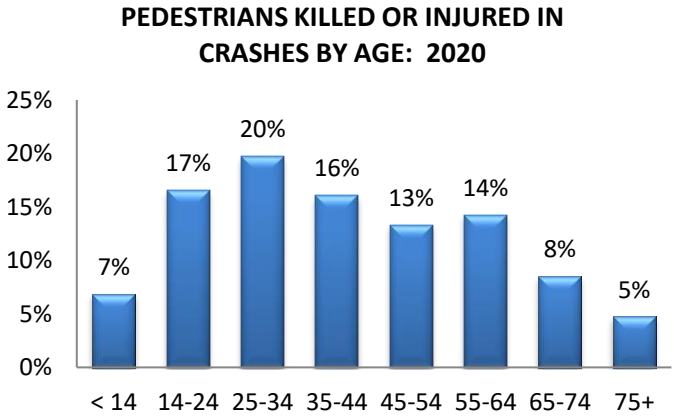
Source: FARS



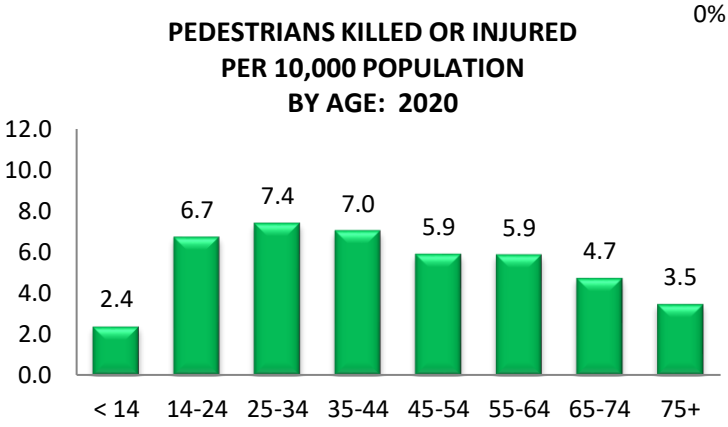
Source: NYS AIS / TSSR

Analyses by Age

Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. In 2020, pedestrians 14-24 and 25-34 years of age accounted for 17% and 20%, respectively, of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.



Source: NYS AIS / TSSR



Sources: NYS AIS / TSSR and U.S. Census

When population figures were used to normalize the pedestrian fatality and injury data for each age group, the 25-34 age group had the highest rate of pedestrians killed or injured in 2020 (7.4/10,000 population), followed by the 35-44 age group (7.0/10,000 population). The number of pedestrians killed or injured per 10,000 population generally declined with each subsequent age group.

BICYCLE SAFETY

According to NHTSA's early estimates of traffic fatalities, projected fatalities among pedalcyclists nationwide increased 5% from 2019 to 2020 (Report No. DOT HS 813 118). The 5-year moving average for bicyclists killed in crashes in New York State increased from 39.8 in 2019 to 42 in 2020. During the same time period, the 5-year moving average number of bicyclists injured in crashes increased from 5,798.2 to 5,944.6.

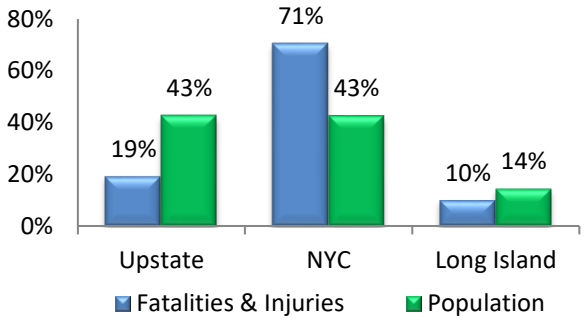
NYS Accident Information System (AIS) data show that the top contributing factors to bicycle crashes continue to be Driver Inattention/Distraction and Failure to Yield Right of Way. The third most frequently cited factor in

crashes involving bicycles is Bicyclist Error/Confusion. New York's laws related to sharing the road with bicyclists may not be well understood, indicating that there is an ongoing need for public education and outreach in this area. In addition, the incidence of driver distraction may be worsening due to the increased use of and reliance on smart phones and other electronics resulting in more bicyclists being struck. There is also a greater use of e-bicycles and e-scooters, especially in New York City. Outside of New York City, bicycle safety enforcement is not routinely conducted.

Analyses by Region

New York City is also an area of concern for bicycle crashes. In 2020, 71% of the bicyclists killed and injured in crashes involving motor vehicles occurred in New York City compared to 19% in the Upstate region and 10% on Long Island. When compared with the proportion of the state's population within each region, New York City is overrepresented in bicyclist fatalities and injuries (71% vs. 43% of the population). Based on the population in each region, in 2020, there were 5.2 bicyclist fatalities and injuries per 10,000 population in New York City, 2.2 per 10,000 population on Long Island and 1.4 per 10,000 population in the Upstate region.

BICYCLIST FATALITIES & INJURIES COMPARED TO POPULATION BY REGION: 2020



Sources: NYS AIS /TSSR and U.S. Census

As shown in the following table, statewide there was a 3% increase in bicyclists killed or injured between 2019 and 2020. This increase was driven by New York City alone (6%). Long Island had a decrease of 7% and the Upstate region experienced almost no change during the same time period.

The counties listed in the table have consistently ranked among those with the highest numbers of bicyclists killed or injured in crashes.

Among the top six high-risk counties, Bronx County had the greatest increase (36%) in bicyclist fatalities and injuries between 2019 and 2020, followed by Queens (15%) and Kings (7%). Among the other three counties, New York County and Suffolk County each had a 14% decrease in the number of bicyclists killed or injured, while Nassau experienced almost no change between 2019 and 2020.

BICYCLISTS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2019-2020

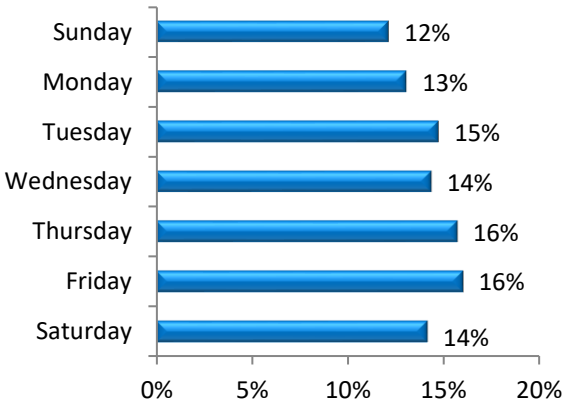
	2019	2020	% Change 2019-2020
NEW YORK STATE	**5,900**	**6,087**	**3.2%**
REGION			
Upstate	1,178	1,175	-0.3%
New York City	4,061	4,294	5.7%
Long Island	661	618	-6.5%
COUNTY			
Kings	1,537	1,650	7.4%
New York	1,221	1,052	-13.8%
Queens	781	901	15.4%
Bronx	457	620	35.7%
Nassau	319	322	0.9%
Suffolk	342	296	-13.5%

Source: NYS AIS / TSSR

Analyses by Day of Week and Time of Day

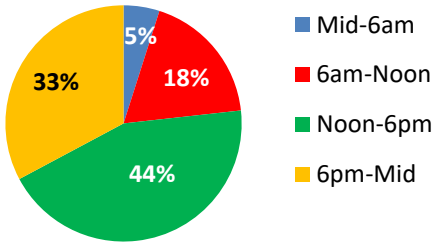
Fatal and personal injury bicycle crashes in 2020 were most likely to occur on Thursday (16%) and Friday (16%) and least likely to occur on Sunday (12%). 44% of the fatal and personal injury bicycle crashes occurred between noon and 6pm, while 33% occurred between 6pm and midnight.

BICYCLE FATAL & PI CRASHES BY DAY OF WEEK: 2020



Source: NYS AIS / TSSR

BICYCLE FATAL & PI CRASHES TIME OF DAY: 2020

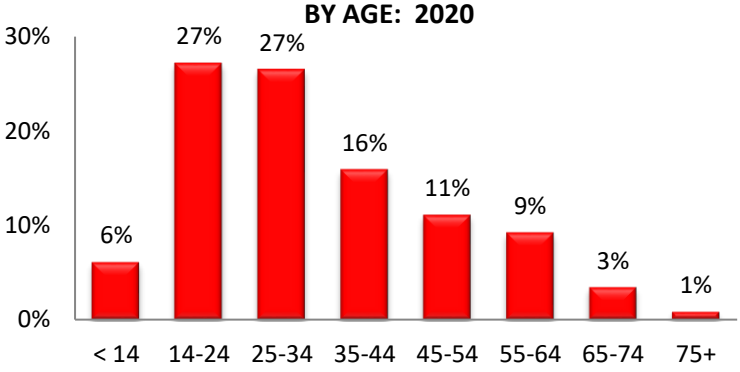


Source: NYS AIS / TSSR

Analyses by Age

Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. In 2020, bicyclists in the 14-24 and 25-34 age groups made up the largest proportions of those killed or injured in crashes (27% each). Bicyclist fatalities and injuries declined with each subsequent age group.

BICYCLISTS KILLED OR INJURED IN CRASHES BY AGE: 2020



Source: NYS AIS / TSSR

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 Non-motorized (Pedestrians and Bicyclists) program area. Examples of activities that will be considered for funding are listed under each strategy.

The following adjustment plans have been made to reduce the number of bicyclists killed and injured in crashes:

- GTSC has partnered with the New York Bicycling Coalition to craft and deliver a training course for law enforcement which will be implemented in FFY 2022 and 2023. Officers will be educated on the applicable vehicle and traffic laws and given information about conducting enforcement operations, if warranted.
- GTSC has partnered with NYCDOT to conduct awareness training related to the use of e-bicycles and e-scooters. This will continue in FFY 2023.
- GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate bicyclists and drivers on New York's conditional yielding law and other rules of the road which may not be understood by casual cyclists.

- GTSC will emphasize school-based programming delivered through Physical Education and/or Health classes to educate children about bicycling laws and how to navigate traffic as a bicyclist.
- GTSC will use the state's federal 405h funds to recruit new partners/projects to focus on these bicycle safety efforts. Many new projects came online in FFY 2021.
- GTSC will craft social media messages to educate drivers and bicyclists about applicable laws and best practices to coexist safely on the road.
- GTSC and its traffic safety partners held the "Walk-Bike NY" symposium in FFY 2022 to provide additional educational and engagement opportunities.

Strategy PS-1: Education, Communication and Outreach

Projected Safety Impact

The Education, Communication and Outreach countermeasure strategy focuses on programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement, as well as initiatives that raise public awareness among motorists who share the road with these user groups.

The planned activities include public awareness campaigns and other educational efforts to promote safe behaviors on the part of both motorists and non-motorized highway users that will lead to reductions in injuries and fatalities among these vulnerable populations. A second planned activity includes training, workshops and symposia on Pedestrian and Bicycle Safety, such as the Walk-Bike NY symposium series.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Pedestrians generally account for more than one quarter of the total fatalities that occur each year on New York's roadways, though in 2020 this proportion dropped to 22%. Actions by both motorists and pedestrians contribute to pedestrian crashes and the fatalities and injuries that result. In 2020, Driver Inattention/ Distraction (32%) and Failure to Yield the Right of Way (31%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 21% of the crashes. Pedestrian actions, such as crossing where there is no signal or marked crosswalk or crossing against a signal, can also contribute to crashes; however, the data show that 29% of crashes occur when the pedestrian is crossing the road with the signal, indicating an unsafe behavior by the motorist.

The public awareness campaigns and educational programs funded under this countermeasure strategy are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

Rationale for Selection

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the

other countermeasure strategies, education, communication and outreach efforts and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Because of the vulnerability of non-motorized highway users, pedestrians and bicyclists must be educated on how to improve their safety and prevent being involved in a crash. In addition, motorists need to be educated through public awareness campaigns and other communication avenues on the importance of complying with all traffic safety laws and the need to "share the road" safely with non-motorists. Education, communication and outreach are best practices that have proven to be successful in improving the safety of pedestrians, bicyclists and other non-motorists.

Public Awareness of Pedestrian & Bicycle Safety **PS-2023-001**

Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of pedestrians, bicyclists and other wheel-sport participants and the dangers motorist traffic violations, such as speeding, distracted driving and failure to yield the right-of-way, pose to these groups will be funded under this activity. These projects may include public awareness campaigns, safety presentations, development of online resources and video content, delivery of public service announcements, and the distribution of informational materials that promote messages such as "See! Be Seen!", "Respect", "Share the Road" and "Coexist", to encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

Intended Subrecipients: State and statewide not-for-profit agencies

Training, Workshops and Symposia on Pedestrian & Bicycle Safety **PS-2023-002**

Workshops, symposia and training programs that educate participants on pedestrian and bicycle safety issues and relevant traffic laws will be considered for funding. Programs such as the Walk-Bike NY symposia provide an opportunity for pedestrian and bicycle safety advocates from 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 include training programs that educate law enforcement on pedestrian and bicycle safety laws and enforcement strategies, as well as programs presented jointly by partner agencies and organizations.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy PS-2: Community-Based Programs in Pedestrian and Bicycle Safety

Projected Safety Impact

Programs that take a grassroots approach to the identification and resolution of safety problems associated with pedestrians, bicycles, in-line skating, skateboarding and non-motorized scooter use will be considered for funding under this strategy. 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. By focusing on the implementation of programs that address issues identified at the local level, the planned

activities funded under this countermeasure strategy will have a positive impact in those areas identified as having significant pedestrian and/or bicycle safety issues.

Linkages to Problem Identification, Performance Targets and Funding Allocations

As shown in the problem identification data, the highest numbers of pedestrian fatalities and injuries occur in New York City, followed by the Upstate Region. New York City also ranks highest in bicyclist fatalities and injuries, followed by the Upstate Region. Local agencies and organizations that are proposing to deliver pedestrian and/or bicycle safety education programs in these high-risk areas are eligible for funding, as well as communities in the Upstate region that have been designated as "focus communities" or have demonstrated through data that they have a pedestrian and/or bicycle safety problem that needs to be addressed. Based on the data, programs may focus on different age groups, for example, children or senior citizens, and may be delivered through different venues as appropriate. Coordinated programs delivered at the local level, such as the National Walk to School Day and National Bike to School Day, are also eligible for funding.

The data-driven pedestrian safety education programs and bicycle safety education programs implemented in the high-risk areas of the state and populations most at risk are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities associated with this countermeasure strategy

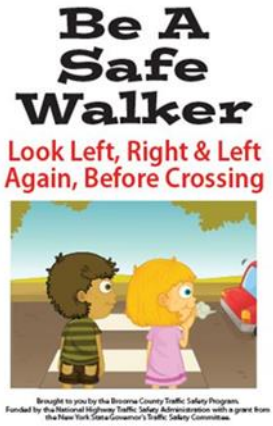
Rationale for Selection

Using a data-driven approach, the countermeasure strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area were selected to collectively address and have a positive impact on one or more of the performance measures and enable the state to reach the performance targets that have been set.

Local agencies and community organizations in jurisdictions with a high incidence of pedestrian and/or bicycle crashes, fatalities and injuries are in the best position to develop and implement effective programs to improve pedestrian and bicycle safety in their communities.

Local Pedestrian & Bicycle Safety Education Programs PS-2023-003

Community-based organizations that provide law-based educational programs that focus on pedestrian safety or bicycle safety or include activities addressing both pedestrians and bicyclists will be considered for funding under this activity. Local agencies and community organizations eligible for funding include police departments, public health agencies, transportation agencies, medical facilities, community outreach centers and children's safety education groups.



As the data show, the highest numbers of pedestrian fatalities and injuries occur downstate in New York City. Long Island and the major cities along the NYS Thruway corridor in upstate New York are also overrepresented in pedestrian fatalities. Law-based educational programs in those areas will continue to be emphasized for funding. Pedestrian safety programs in communities outside New York City that are identified as "focus communities" in the state's PSAP will also be considered for funding, as well as communities in other areas that can demonstrate through data that they have a pedestrian safety problem that needs to be addressed.

Law-based pedestrian safety programs and educational interventions focusing on different age groups may be delivered at schools, senior citizen centers, community centers, hospitals, public events, crash-prone intersections (ambassador program) and in conjunction with law

enforcement, other local agencies and organizations. Programs that teach children about the laws related to pedestrian safety and safe pedestrian crossing skills will be supported. Funding will also be provided for coordinated projects delivered at the local level, such as national "Walk to School Day" campaign and the Walking School Bus, which is a program that is intended to make walking to school safe, fun and convenient.

Bicycle safety programs in downstate communities and in other areas of the state where the data show that bicyclists are at risk will also qualify for funding through this planned activity. Examples of educational programs and activities to increase knowledge of bicycle laws and improve bicycle safety include bicycle rodeos and other programs that teach children bicycle riding skills and the importance of wearing a bike helmet.

Agencies and groups that work together to plan and organize community events such as the "National Bike to School Day" programs are also eligible for funding. Support will also be provided for programs conducted by statewide coalitions such as the New York Bicycling Coalition, which has developed awareness programs for the public and law enforcement to help make bicycling safer for children and adults.

Intended Subrecipients: Local agencies

Strategy PS-3: Cooperative Approaches to Improving Pedestrian and Bicycle Safety

Projected Safety Impact

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, identify high-risk areas and develop effective countermeasures. The Cooperative Approaches countermeasure strategy focuses on programs that are collaborative efforts among state and local partners to address a pedestrian or bicycle safety problem that requires a comprehensive approach. An example of the type of project funded under this countermeasure strategy is state and local partnerships that are formed to address roadway segments that have been identified through a data-driven process as high-risk pedestrian crash corridors. The partners may represent different disciplines and contribute to the formulation of a set of solutions that encompass enforcement, education and engineering solutions. Because the planned activities under this countermeasure strategy specifically target identified high-risk locations for pedestrian and/or bicycle crashes, they are expected to have a positive impact on pedestrian and bicycle safety and to contribute to progress toward the performance targets selected for this program area.

Linkages to Problem Identification, Performance Targets and Funding Allocations

As shown in the problem identification data, the highest numbers of pedestrian fatalities and injuries occur in New York City, followed by the Upstate region. New York City also ranks highest in bicyclist fatalities and injuries, followed by Upstate. Local agencies and organizations that are proposing to deliver pedestrian and/or bicycle safety education programs in these high-risk areas are eligible for funding, as well as communities in the Upstate region that have been designated as "focus communities" or have demonstrated through data that they have a pedestrian and/or bicycle safety problem that needs to be addressed. Based on the data, programs may focus on different age groups, for example, children or senior citizens, and will be delivered through different venues as appropriate. Coordinated programs delivered at the local level, such as the "National Walk to School Day" and "National Bike to School Day", are also eligible for funding.

The data-driven pedestrian safety education programs and bicycle safety education programs implemented in the high-risk areas of the state and among populations most at risk are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

Rationale for Selection

Using a data-driven approach, the countermeasure strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area were selected to collectively address and have a positive impact on one or more of the performance measures and enable the state to reach the performance targets that have been set.

Local agencies and community organizations in jurisdictions with a high incidence of pedestrian and/or bicycle crashes, fatalities and injuries are in the best position to develop and implement effective programs to improve pedestrian and bicycle safety in their communities.

Collaborative Approaches to Improving Pedestrian & Bicycle Safety PS-2023-004

State and local agencies may receive funding for cooperative approaches to develop and implement pedestrian and bicycle safety programs. These cooperative efforts may bring together partners from a variety of disciplines and perspectives to review the data, identify high-risk areas and develop effective countermeasures. Examples include the formation of state and local partnerships to address pedestrian safety issues at high-risk corridors through a combination of education, enforcement and engineering solutions. Previous corridor projects supported by GTSC have included Niagara Falls Blvd. in the towns of Tonawanda and Amherst, State Routes 59 and 45 in the Village of Spring Valley, Hempstead Turnpike on Long Island, State Route 5 in Albany and Schenectady counties and State Route 7 in Troy. These projects are chosen through a data-driven process that may include a special Walk-Bike assessment.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy PS-4: Enforcement of Traffic Violations

Projected Safety Impact

Pedestrians consistently account for one quarter or more of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. Once pedestrians and motorists are educated on pedestrian safety issues and the behavior changes required for compliance with the law, enforcement may be required to reinforce the need to change behaviors. Together with the other countermeasure strategies, the enforcement of traffic violations and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Linkages to Problem Identification, Performance Targets and Funding Allocations

In 2020, 22% of persons fatally injured on New York's roadways were pedestrians. Actions by both motorists and pedestrians contribute to pedestrian crashes. In 2020, Driver Inattention/Distraction (32%) and Failure to Yield the Right of Way (31%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 21% of the crashes. Specific pedestrian actions, such as crossing against a signal or where there is no signal or marked crosswalk, can also contribute to a crash. In 21% of the F & PI pedestrian crashes that occurred in 2020, the pedestrian was crossing where there was no signal or crosswalk; in 6% of the crashes, the pedestrian was crossing against the signal.

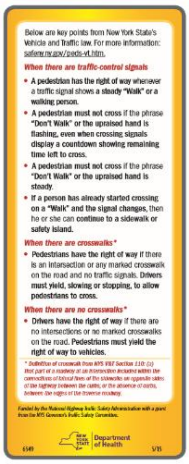
Funding is available for evidence-based high-visibility enforcement campaigns at locations that have been identified as having high numbers of pedestrian crashes, fatalities and injuries. The enforcement will focus on traffic violations and unsafe behaviors by both motorists and pedestrians.
The data-driven enforcement efforts implemented in high-risk areas of the state are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities and Pedestrians Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

Rationale for Selection

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area, which collectively will provide a comprehensive approach to addressing the issues that have been identified. Enforcement is an evidence-based countermeasure strategy that is critical for increasing compliance with traffic safety laws and curbing unsafe behavior on the part of both motorists and pedestrians.

Enforcement (Enforcement Efforts to Improve Pedestrian Safety) PS-2023-005

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities will be eligible for funding to conduct high-visibility pedestrian safety education/engagement and enforcement campaigns. Using a data-driven approach, awareness and enforcement efforts that focus on traffic violations by both pedestrians and motorists will be conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and pose a high risk for pedestrian and motor vehicle crashes. Identified law enforcement agencies will be asked to participate in the state's two-week pedestrian safety enforcement mobilization, *Operation See! Be Seen!* During this period, emphasis will be on engaging the public, educating on pedestrian safety laws, and issuing warning citations and tickets as appropriate.



Intended Subrecipients: State law enforcement and local police agencies

Strategy PS-5: Research, Evaluation and Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

Projected Safety Impact

Research and evaluation activities that support the state's comprehensive Non-motorized (Pedestrians and Bicyclists) 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, evaluation and data analysis are essential components of a successful comprehensive Non-motorized (Pedestrians and Bicyclists) Safety program. The activities supported under this countermeasure strategy and the associated planned activities will contribute to the achievement of the state's performance targets.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Research and evaluation activities that support the state's comprehensive non-motorized program area will be funded under this strategy. This 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. The planned activities include support for interagency and interdisciplinary efforts that can provide input from partners with different perspectives to assist in identifying programs and finding effective solutions that will positively impact pedestrian and bicycle safety.

Data-driven problem identification is the core of the highway safety planning process. The analysis of crash data to determine when and where crashes are occurring, who is involved, what factors contributed to the crashes and the trends in the data over time provides the basis for determining performance measures and setting targets and for identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set.

Funding has been allocated to support the effective implementation of the planned activities that will have a positive impact on the targets set for the program area.

Rationale for Selection

Research, evaluation and analytical support are key activities that provide the foundation for a comprehensive evidence-based program that will have a positive impact on non-motorist safety and contribute to the achievement of the selected performance targets

Research on Pedestrian & Bicycle Safety PS-2023-006

Research and evaluation efforts undertaken to identify trends and potential new problem areas in pedestrian and bicycle safety, assist in defining future program directions and potential countermeasures, and assess program effectiveness will be eligible for funding.

Intended Subrecipients: State and statewide not-for-profit agencies

OCCUPANT PROTECTION

Overview

New York's Occupant Protection Program is built on a foundation of strong laws. In 1977, Tennessee became the first state to pass a child restraint law. Dr. Robert Sanders, the Murfreesboro pediatrician known as "Dr. Seat Belt," played an extraordinary role in the passage of Tennessee's Child Passenger Protection Act. 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, New York's law was amended to extend mandatory use to all children under age 16 in any seating position. New York has been progressive in passing legislation that requires the use of child restraint systems that are appropriate for the child's height, weight, age and developmental ability. 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. Effective November 1, 2019, children under age two must ride in a rear-facing car seat.

Legislation enacted April 17, 2020, relates to the requirement that passengers ages eight to 15 riding in taxis or liveries must use a seat belt. The law states that a summons for a violation of this requirement may only be issued to the parent or guardian of the child and only if the violation occurs in their presence and they are 18 years of age or older. A summons may not be issued to the child. Finally, new legislation effective November 1, 2020, extends coverage of the state's seat belt law to all occupants of motor vehicles, including any person operating or riding in a taxi or livery, but excluding taxi and livery passengers younger than age eight.

Since the establishment of the Buckle Up New York (BUNY) program in the late 1990s, 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 (CIOT) campaign in 2002 and consistently participated in the highly effective national seat belt enforcement mobilizations through 2019. Under the waiver issued by NHTSA pursuant to the emergency authority granted under the CARES Act, New York did not conduct a statewide high-visibility seat belt enforcement mobilization in the 2020 fiscal year. New York resumed participating in the national CIOT seat belt mobilizations in November 2020.

Because of New York's continued commitment to high-visibility enforcement of the state's seat belt laws, a statewide seat belt use rate of 90% or higher has been sustained since 2010; in 2019, the seat belt use rate reached 94.22%, the highest compliance since the law was enacted in 1984. Because NHTSA also waived the requirement to conduct a statewide seat belt observation survey in FFY 2020, New York conducted its next seat belt survey in June 2021, consistent with the schedule of previous surveys. The observed seat belt use rate in 2021 was 93.24%.

Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's Occupant Protection Program. With support from GTSC's Child Passenger Safety (CPS) mini-grant program, a variety of efforts are undertaken to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles. Each year, GTSC supports approximately 160 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 2023, 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.

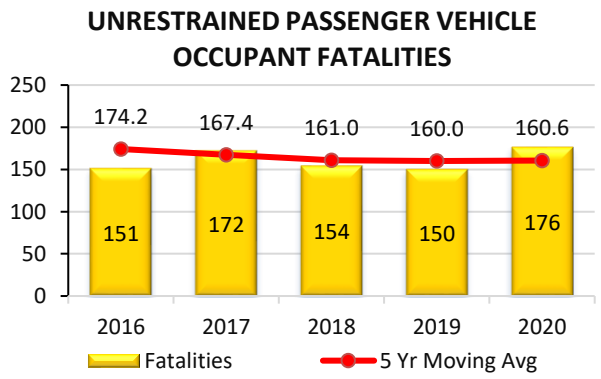
GTSC plays the central role in the promotion and coordination of multiple components of New York's Occupant Protection Program. The funds and other resources GTSC invests to increase the use of occupant restraints are complemented by a number of other federal, state, local and private sector activities. 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: NYS Association of Traffic Safety Boards; New York's Certified CPS Technicians; New York State Police; New York State Park Police; local police, fire departments and EMS; hospitals and clinics; County Health Departments; County Traffic Safety Boards and Safe Kids Worldwide.

Performance Report

Number of unrestrained passenger vehicle occupant fatalities, all seat positions

The core outcome measure for tracking progress in the Occupant Protection program area is unrestrained passenger vehicle occupant fatalities.

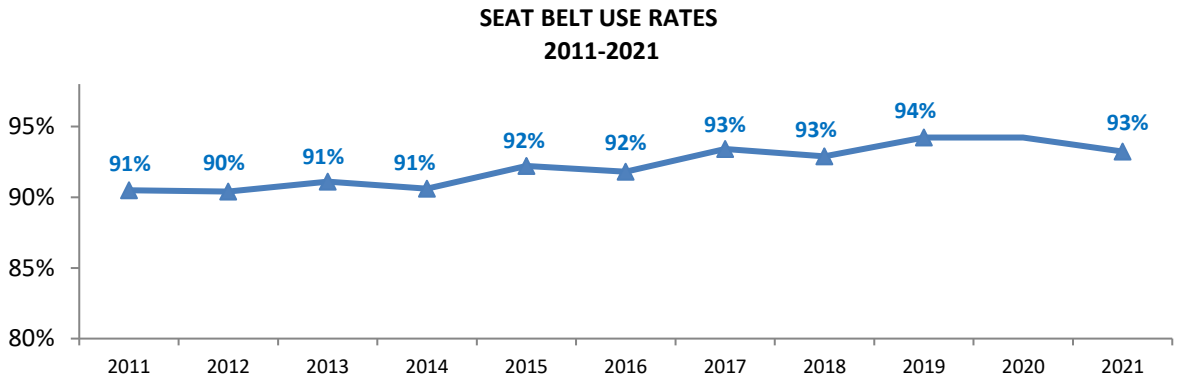
Based on FARS data, the 5-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a downward trend between 2016 and 2019 and rose only slightly between 2019 and 2020, from 160.0 to 160.6. These data show good progress toward the target of 159.0 set for 2018-2022.



Source: FARS

Observed seat belt use for passenger vehicles, front seat outboard occupants

The core behavioral measure for tracking progress in the Occupant Protection program area is the observed seat belt use rate for front seat occupants. New York has maintained a statewide use rate of 90% or above since 2011. Due to the pandemic, a statewide observation survey of seat belt use was not conducted in 2020. In 2021, the rate declined slightly to 93.24% from an all-time high of 94.22% in 2019. The goal of 95.16% set for 2022, therefore, may be difficult to reach.



Source: NYS Annual Seat Belt Observation Surveys

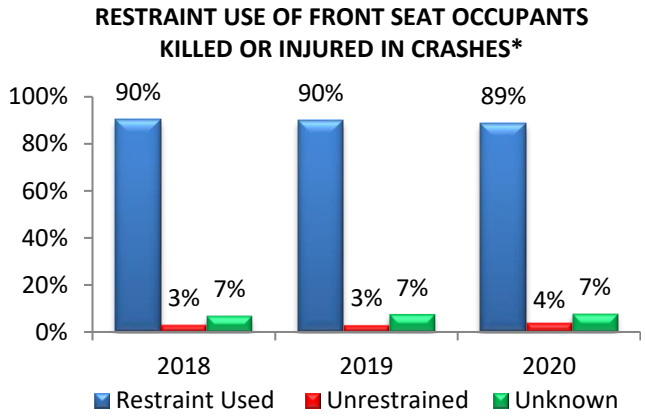
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Occupant Protection program area and selecting data-driven countermeasure strategies and planned activities 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 crash data accessed through the Traffic Safety Statistical Repository (TSSR) 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.

Over the three-year period 2018-2020, 89%-90% of the front seat occupants killed or injured in crashes in New York State were reported to be restrained, compared to 93%-94% of front seat occupants observed in traffic. 3%-4% were reported to be unrestrained.

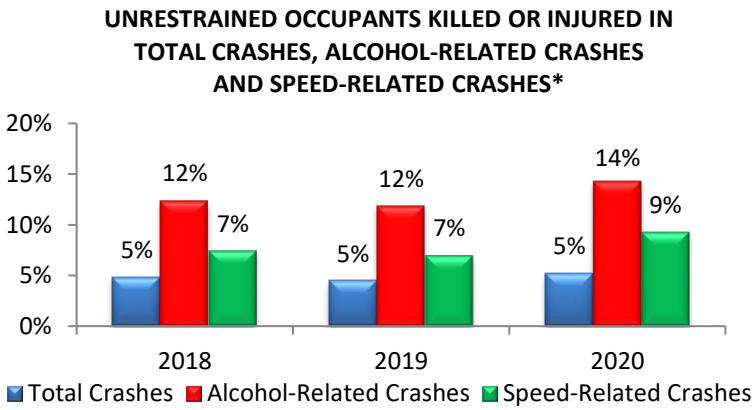


*Police-reported Crashes
Source: NYS AIS / TSSR

The proportion of young children who were reported to be unrestrained was also low; 4% of the 2,316 children under five years of age killed or injured in crashes in 2019 were not restrained, while 4% of the 1,356 children under five killed or injured in 2020 were unrestrained. Nine percent of the children under age five who were killed or injured while riding in the front seat of the vehicle in 2019 were unrestrained compared to 3% who were riding in the back seat. The proportions were 4% for each seating position in 2020.

Unrestrained Occupants in Total, Alcohol-Related and Speed-Related Crashes

To aid in developing effective strategies to increase seat belt use, further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law. 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.



*Includes front and back seat occupants in police-reported crashes
Source: NYS AIS / TSSR

Over the three-year period 2018-2020, the proportion of all occupants killed or injured in alcohol-related crashes who were unrestrained increased from 12% in 2018 and 2019 to 14% in 2020. The proportion of occupants killed or injured in speed-related crashes who were not using a safety restraint also increased, from 7% in 2018 and 2019 to 9% in 2020. In comparison, the proportion of unrestrained occupants killed or injured in all crashes remained steady at 5%.

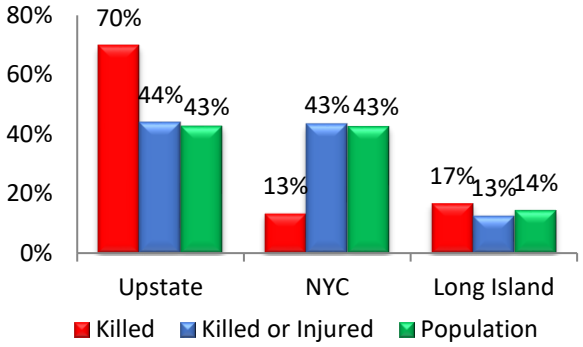
Analyses by Region and County

In 2020, 70% of the unrestrained motor vehicle occupants killed were the result of crashes in the Upstate region, and 43% of the unrestrained motor vehicle occupants killed or injured were involved in crashes in New York City.

When compared with the proportions of the state's population that reside in the three regions, the Upstate region is considerably overrepresented in unrestrained motor vehicle occupant fatalities (43% of the population vs. 70% of the fatalities). The combined proportions of unrestrained occupants killed or injured in crashes were much more consistent with the population in each of the regions.

In 2020, the counties with the highest numbers of unrestrained occupant fatalities were Suffolk (21), Nassau (14), Monroe (12), Queens (11), Jefferson (9) and Kings (9).

UNRESTRAINED MV OCCUPANTS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2020

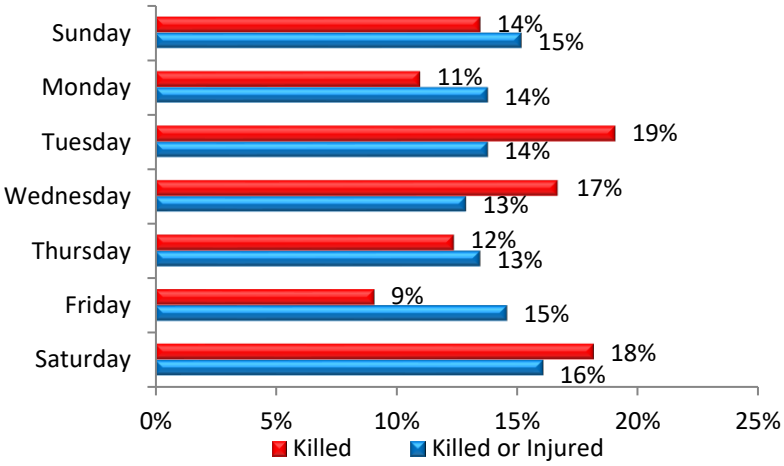


Sources: NYS AIS/TSSR and U.S. Census Bureau

Analyses of Seat Belt Use by Day of Week

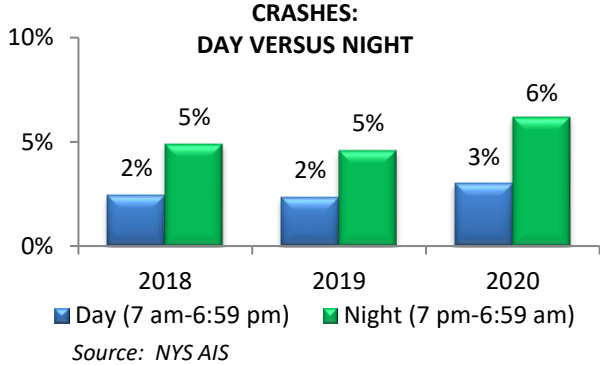
In 2020, the proportions of unrestrained motor vehicle occupants killed in crashes by day of week ranged from 9% to 19%. The proportions of unrestrained motor vehicle occupants killed or injured in crashes were somewhat higher on Friday, Saturday and Sunday (15%-16% each day, vs. 13%-14% Monday-Thursday).

UNRESTRAINED MV OCCUPANTS KILLED & INJURED BY DAY OF WEEK: 2020



Source: NYS AIS / TSSR

UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: DAY VERSUS NIGHT



Source: NYS AIS

Analyses of Seat Belt Use: Day vs. Night

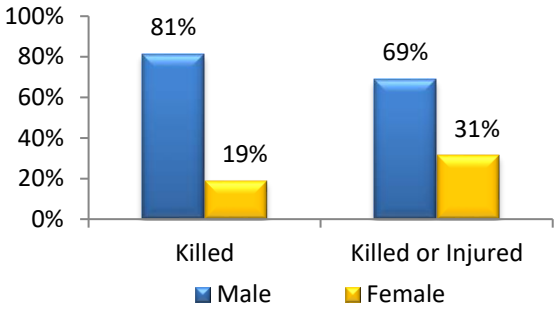
Reported restraint use in crashes is consistently higher during the day (7 am-6:59 pm) than at night (7 pm-6:59 am).

Over the three-year period 2018-2020, 5%-6% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 2%-3% during the day.

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 front seat occupants who were killed in crashes in 2020 were more than four times as likely to be male (81% vs. 19%); among the unrestrained front seat occupants who were killed or injured in 2020, 69% were male and 31% were female.

GENDER OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2020



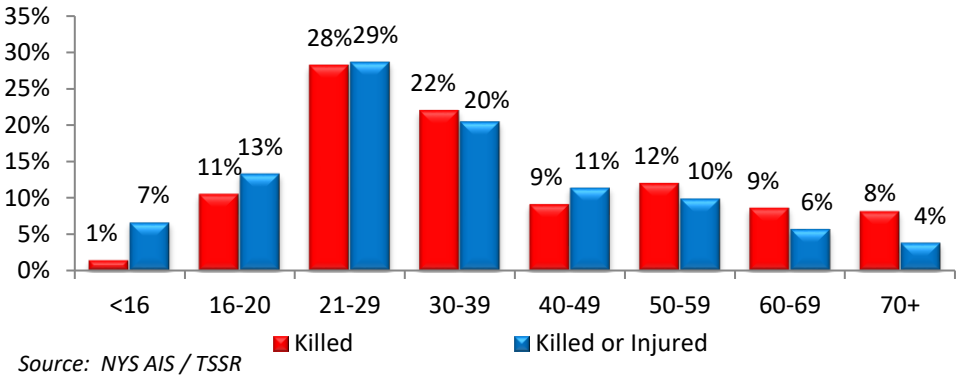
Source: NYS AIS

The Driver Behavior Survey conducted online in 2020 and in 2021 revealed little or no differences in reported restraint use by gender. The same proportions of men and women reported that they "always" or "usually" wear a seat belt in the front seat (98% for men and for women in 2020; 97% for men and 99% for women in 2021) and in the back seat (69% for both in 2020 and 77% for both in 2021).

Analyses by Age

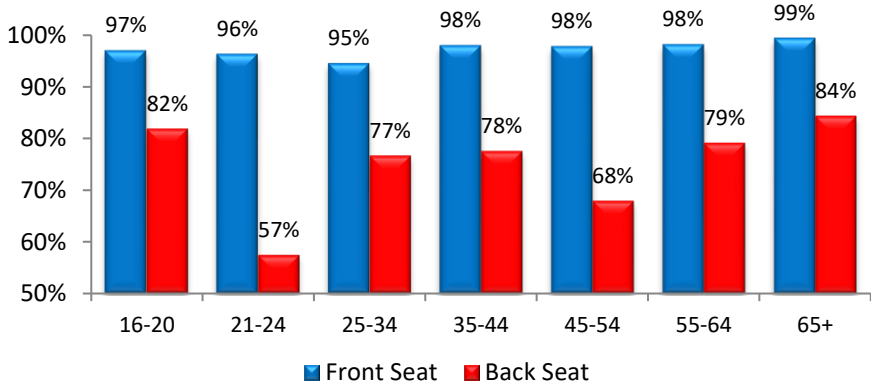
The unrestrained occupants who were killed in crashes in 2020 were most likely to be 21-29 years of age (28%), followed by the 30-39 age group (22%). When the unrestrained occupants who were injured are combined with those killed, the largest proportion was also in the 21-29 age group (29%), followed by the 30-39 age group (20%).

AGE OF UNRESTRAINED MV OCCUPANTS KILLED OR INJURED IN CRASHES: 2020



Source: NYS AIS / TSSR

PERSONS WHO "ALWAYS" OR "USUALLY" WEAR A SEAT BELT IN A VEHICLE BY AGE GROUP: 2021



Source: 2021 Driver Behavior Survey

In the most recent Driver Behavior Survey conducted in 2021, self-reported front seat restraint use was slightly higher in the older age groups; 98%-99% of the drivers ages 35 and older reported that they "always" or "usually" buckle up in the front seat. Reported back seat belt use showed more variation among the age groups. 57% of those age 21-24 and 68% of those age 45-54 reported that they "always" or "usually" buckle up as back-seat passengers, compared to 82% of 16-20-year-olds and 84% of those age 65 and older.

Analyses by Seating Position

The table below shows that between 2019 and 2020 motor vehicle occupant fatalities increased from 470 to 550 (17%), and unrestrained motor vehicle occupant fatalities increased 22%, from 172 to 209. In each of the three years, 37%-38% of the occupants who were killed were unrestrained. Between 2019 and 2020, the proportion of unrestrained occupants killed who were riding in the front seat declined from 80% to 74%, while the proportion of those killed who were riding in the back seat increased from 19% to 22%. Of the unrestrained passengers killed while riding in the back seat in crashes from 2018 through October 2020, 79% to 95% were age 16 or over and exempt from New York's seat belt law at the time. Effective November 1, 2020, all motor vehicle occupants are required to wear a seat belt, regardless of seating position.

UNRESTRAINED MV OCCUPANTS KILLED IN CRASHES BY SEATING POSITION: 2018-2020

	2018	2019	2020	2020, Jan-Oct	2020, Nov-Dec
MV Occupants Killed	**484**	**470**	**550**	**454**	**96**
Unrestrained	186	172	209	176	33
% of Killed	*38.4%*	*36.6%*	*38.0%*	*38.8%*	*34.4%*
Front Seat	148	138	155	127	28
% in Front Seat	*79.6%*	*80.2%*	*74.2%*	*72.2%*	*84.8%*
Back Seat	35	33	45	40	5
% in Back Seat	*18.8%*	*19.2%*	*21.5%*	*22.7%*	*15.2%*
Back Seat, Age 16+	33	26	42	38	4
% in Back Seat, 16+	*94.3%*	*78.8%*	*93.3%*	*95.0%*	*80.0%*
Unknown Seat Position	3	1	9	9	0

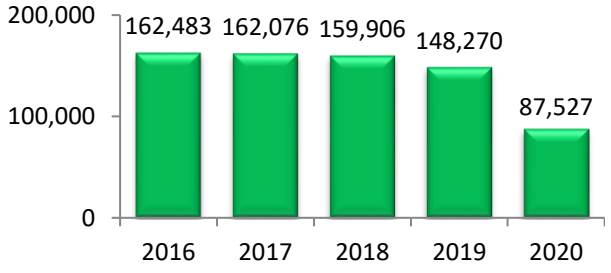
Source: NYS AIS/TSSR

Analyses of Tickets

The number of seat belt tickets issued declined sharply in 2020. Compared to 2019 when 148,270 tickets were issued for seat belt violations, 87,527 tickets were issued in 2020, a decrease of 41%. In each of the years 2016-2020, seat belt tickets made up approximately 4% of all tickets issued.

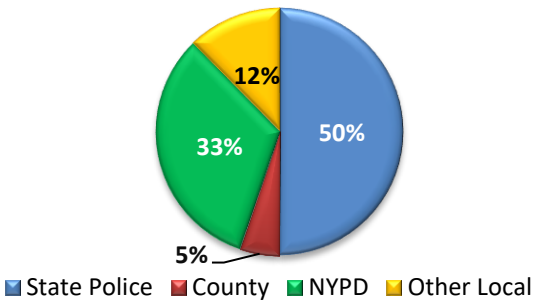
In 2020, 50% of the tickets for seat belt violations were issued by the State Police; the New York City Police Department (NYPD) issued 33%; and other local and county police agencies issued 12% and 5%, respectively.

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW



Sources: NYS TSLED and AA Systems / TSSR

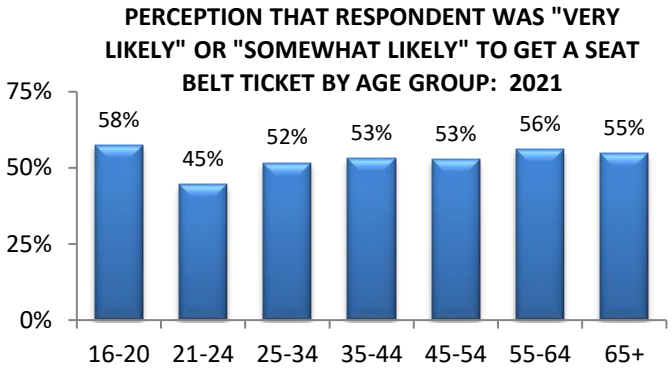
PROPORTION OF SEAT BELT TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2020



Sources: NYS TSLED and AA Systems / TSSR

In 2021, the proportion of survey respondents who thought that they were “very likely” or “somewhat likely” to get a ticket if they don’t wear a seat belt ranged from a high of 58% for the 16-20 age group to a low of 45% for the 21-24 age group.

Awareness of the new law requiring back-seat passengers 16 and older to buckle up starting November 1, 2020, was lowest among those ages 45-54 (75%) and highest among those ages 65 and older (86%).



Source: 2021 Driver Behavior Survey

Occupant Protection 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 Occupant Protection Program. Examples of activities that will be considered for funding are listed under each strategy.

The increase in unrestrained vehicle occupant fatalities, together with the lower rate of observed seat belt use, are of great concern to GTSC. The increase in fatalities is consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including failure to buckle up was associated with an increase in fatalities, even as vehicle miles traveled decreased.

GTSC plans to continue its data-driven approach to target crashes involving unrestrained vehicle occupants and to encourage greater seat belt use through the following:

- Training of non-certified CPS law enforcement officers on how to identify and intervene on car seat misuse or non-use as well as laws concerning CPS and the new Occupant Protection law that was passed in November 2020.
- Facebook posts to specifically bring attention to occupant protection and the new occupant protection law.

Strategy OP-1: Seat Belt Enforcement

Projected Safety Impact

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 2023, GTSC will continue to implement this countermeasure through its BUNY enforcement program and will participate in the national CIOT mobilization in May or other designated times of the year.

In May 2021, the New York State Police along with Sheriff’s Offices and municipal agencies participated in the national CIOT mobilization. The NYSP also conducted a month-long Summer Initiative aimed at increasing seat belt use in high K&A counties during the month of June 2021. The State Police issued over 15,000 occupant protection tickets for both campaigns. The NYSP partnered with the New York State Park Police for a statewide “BUNY in the Parks” occupant restraint initiative. Approximately 184 joint fixed and roving details were conducted between July 10 and August 8 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 5,099 seat belt and 380 child restraint tickets being issued.

The State Police also conducted a Thanksgiving Holiday Travel BUNY/CIOT campaign November 16- 29, 2021. Two hundred six fixed and roving occupant protection details were conducted. Statewide results during that period were 5,424 seat belt tickets and 483 child passenger safety tickets being issued.

All other Occupant Protection enforcement efforts will be planned, implemented and monitored according to requirements of the state's evidence-based Traffic Safety Enforcement Program (TSEP).

Linkages to Problem Identification, Performance Targets and Funding Allocations

Although a high seat belt use rate has been achieved, there are still motorists who fail to comply with the seat belt law. Analyses of the characteristics of unrestrained occupants who were killed or injured in crashes indicate that occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing seat belts. In addition, front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those hurt in crashes during the day (6% vs 3% in 2020). Police agencies that participate in the national seat belt enforcement mobilization and other high-visibility enforcement efforts are encouraged to conduct nighttime enforcement details to target these high-risk drivers.

This countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate. Legislation effective November 1, 2020, extending mandatory seat belt use to all passengers riding in the back seat of vehicles is also expected to reduce fatalities and injuries among passengers age 16 and over who previously were not covered by the law.

Rationale for Selection

High-visibility enforcement is a proven evidence-based countermeasure strategy. Sufficient funding has been allocated to effectively implement each planned activity.

Participation in National Click It or Ticket Mobilization OP-2023-001

New York's BUNY/CIOT program will continue to be the state's primary enforcement strategy for occupant protection. In FFY 2023, the BUNY program will promote the national CIOT mobilization scheduled for May 2023; all police agencies receiving GTSC Police Traffic Services (PTS) grants are required to participate in the May high-visibility enforcement campaign.

Agencies receiving grant funding are also required to:

- Have a mandatory seat belt use policy and conduct 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 CIOT campaign and the annual seat belt enforcement mobilization. New York also participates with the surrounding states of Connecticut, Massachusetts, New Jersey, Pennsylvania and Vermont in a cooperative "Border to Border" seat belt enforcement effort.

Intended Subrecipients: State law enforcement and local police agencies

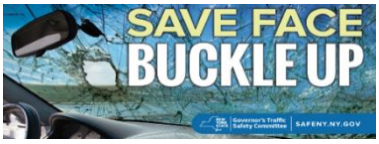
Combined Enforcement **OP-2023-002**

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 high-risk behaviors such as speeding and impaired 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.

Intended Subrecipients: State law enforcement and local police agencies

Strategy OP-2: Communications and Outreach

Projected Safety Impact



Outreach and communication efforts undertaken in conjunction with seat belt enforcement are essential for an effective seat belt campaign. 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. Also important are ongoing efforts to promote compliance by educating the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child restraints. This countermeasure strategy is an important component of the state's comprehensive Occupant Protection Program. Collectively, the countermeasure strategies and associated planned activities have a major impact on traffic safety in New York State.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Although a high seat belt use rate has been achieved, there are still motorists who fail to comply with the seat belt law. Analyses of the characteristics of unrestrained occupants who were killed or injured in crashes indicate that occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing seat belts. In addition, front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those hurt in crashes during the day (6% vs 3% in 2020). Activities that focus on the provision of data-driven communication and outreach efforts that publicize and enhance the effectiveness of enforcement or activities that provide education and information to high-risk motorists on the importance of seat belt use in preventing deaths and injuries are supported under this countermeasure strategy. Raising awareness of the new law requiring seat belt use by passengers over age 16 riding in the back seat will also be incorporated into communication and outreach efforts.

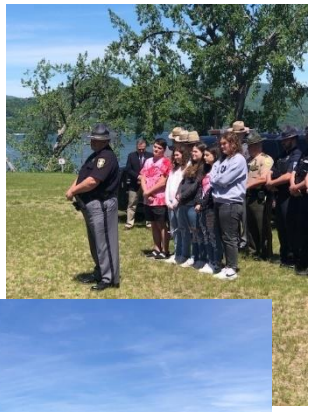
This countermeasure strategy and the associated planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate. Sufficient funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

Rationale for Selection

Effective, highly publicized communications and outreach are an essential component of successful high-visibility seat belt enforcement campaigns. Communication and outreach activities that educate the public and specific high-risk groups are also an important part of a comprehensive approach to increasing compliance

with the state's occupant restraint laws. Sufficient funding has been allocated to effectively implement this countermeasure strategy and each of the planned activities.

PI&E Support for Enforcement Efforts **OP-2023-003**



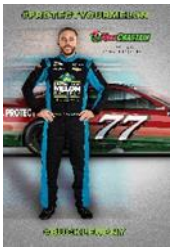
GTSC will continue to support communications, outreach and other public information and education efforts to publicize the national high-visibility BUNY/CIOT seat belt enforcement mobilizations. These efforts will include public awareness and media messages that are directed at the general population in the state and those that target specific groups such as young drivers who have been identified as high-risk, low compliance segments of the population. These public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts.

In addition to the use of media messages developed at the national level, communication and outreach efforts based on public awareness campaigns developed at the state level are also implemented. One example is New York's "Protect Your Melon" campaign which features the celebrity spokesperson NASCAR driver Ross Chastain. Chastain was selected as the spokesperson because of his appeal to younger drivers who traditionally have lower seat belt compliance, especially males. The communication and outreach activities that have been implemented in conjunction with the campaign include the distribution of watermelons affixed with the Protect Your Melon slogan to multiple retail outlets in the state.

Social media is now also used more extensively for communication and outreach at both local and state levels.

Intended Subrecipients: State and statewide not-for-profit agencies

Education of the General Public and High-Risk Groups **OP-2023-004**



Projects that include communication and outreach activities to educate the public and specific target groups about the importance of safety restraint use will also be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer units 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. 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.

New York's new back seat law became effective on November 1, 2020. GTSC has been promoting this new requirement through social media posts and via billboards across the state. There is also a new seat belt TV PSA in development that should be released soon. While in-person outreach through safe teen driver events at education facilities was limited this past year due to the COVID protocols in place, the schools that host GTSC's programs provide an opportunity to discuss the universal belt law requirements with students and the importance of buckling up, every trip, every time. This message is reinforced with the Battle of the Belts activities. In addition, NASCAR driver Ross Chastain promotes the new law and encourages back seat belt use with his social media posts as part of the Protect Your Melon program. Palm cards outlining the new belt use requirements were developed and are being distributed during the BUNY in the Parks campaign. The Survivor Advocate educational program administered by SADD incorporated this messaging into their presentations; as

with other awareness and educational programs, these presentations were limited this year due to the pandemic restrictions.

Intended Subrecipients: State, local and not-for-profit agencies

Child Passenger Safety Strategies

The second major focus of New York's Occupant Protection Program is the safety of young children riding in vehicles. The emphasis in this area is on educating parents and caregivers on the importance of using the child restraint system that is appropriate for the child's height, weight, age and developmental ability, as well as providing hands-on instruction on how to properly install child restraints in vehicles. The use of an appropriate child restraint system that is correctly installed and properly adjusted is an important countermeasure for reducing fatalities and the severity of injuries suffered by young passengers in crashes. Ensuring that access to this education and training is available to residents in all areas of New York State, both urban and rural, and to the populations that are most at risk, including low-income groups and minority populations, are priorities of New York's program.

GTSC's commitment to maintaining a strong CPS program is demonstrated by the designation of a GTSC staff member to serve as a full-time Statewide CPS Coordinator. New York's CPS Advisory Board, which is comprised of a representative from each of the state's 14 designated CPS regions, also plays a major role in all aspects of the program.

Funding for local and state entities to provide education and services is made available through GTSC's CPS mini-grant program. Mini-grants are available in the following categories: CPS Fitting Stations; CPS Awareness Classes; Car Seat Check Events; and Car Seat Education & Distribution Programs. In order to receive funding, grantees must agree to comply with stringent guidelines that ensure standards of quality, service and safety are maintained and that certified technicians are available at each fitting station during the posted hours of operation and at each car seat check event that is held.

Local programs must demonstrate that they are providing CPS services to meet the needs of all families within their jurisdictions, including those that may require special attention due to language and cultural differences. GTSC awarded a total of 151 CPS mini-grants throughout the state in FFY 2022; 173 applications for mini-grants have been received for FFY 2023.

Strategy OP-3: Child Passenger Safety Communications and Outreach

The protection of young children riding in vehicles requires extensive statewide and community involvement in educating parents and caregivers on the importance of using the correct child restraint system for the child's height, weight, age and developmental ability.

Projected Safety Impact

The CPS Communications and Outreach countermeasure strategy focuses on the delivery of information on CPS to parents and caregivers who are responsible for ensuring that the young children who ride in their vehicles are safe and protected. Parents and caregivers must be educated on the importance of using the correct child restraint system for the child's height, weight, age and developmental ability. As policies evolve and change as the result of new research or other factors, mechanisms must be in place to ensure the latest information is communicated to the CPS community. The extensive statewide and community involvement in

the dissemination of the information that is required must be well coordinated to ensure that the messages and policies affecting the safety of children reach all areas of the state and segments of the population, especially those that are underserved. This countermeasure strategy and associated planned activities, combined with the other countermeasure strategies that are implemented as part of the CPS Program, will have a positive impact on the safety of children riding as passengers in motor vehicles.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; only 4% of the children under the age of five killed or injured in crashes in 2020 were reported to be unrestrained. Incorrect use of child safety seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of child safety seats parents and caregivers of young children must have access to information on the appropriate seat based on a child's height, weight, age and developmental ability and instruction on how to install and use the seat correctly. Sufficient funding has been allocated to the planned activities to ensure that the coordination of the communication messages and the networks and mechanisms for the dissemination of information are in place to effectively implement this countermeasure strategy and contribute to the attainment of the performance targets for the Occupant Protection program area.

Rationale for Selection

CPS Communication and Outreach is a proven strategy that is part of a comprehensive approach to improving CPS. Funding has been allocated to this countermeasure strategy and the associated planned activities that will support their effective implementation.

New York State Child Passenger Safety Program Support **OP-2023-005**

A GTSC staff member serves as New York's CPS Coordinator and works with the CPS Advisory Board and its regional representatives who provide guidance and support for the statewide CPS network. Information for technicians on scheduled events and classes and updates on CPS issues are posted on the GTSC website and disseminated through the CPS Advisory Board. The CPS Advisory Board also coordinates statewide events such as National Seat Check Saturday held during National Child Passenger Safety Week in September each year.

Intended Subrecipients: Local and not-for-profit agencies

Statewide Child Passenger Safety Public Information and Outreach **OP-2023-006**

GTSC funds statewide communication and outreach efforts that extend into every county in the state to increase public awareness of CPS issues. These efforts include the CPS Education and Support program provided by the New York State Police and the CPS Statewide Training provided by the NYS Association of Traffic Safety Boards and its participation in National CPS Week.

GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of car seat, booster seat, and seat belt use; the correct installation and use of the various child restraint systems; the types of restraint systems that are appropriate for children of different ages, heights and weights; the importance of having children age 12 and under ride in the back seat; and the law effective November 1, 2019, that requires children under age two to ride in rear-facing car seats. GTSC will serve as the conduit to disseminate educational materials related to updates and recalls pertaining to child restraints and will maintain a continuous communication channel for the promotion of public awareness of the state's mandated occupant protection requirements for children from birth through age sixteen. In coordination with these efforts, and in support of NHTSA, GTSC will also support the development and dissemination of educational materials related to children and heatstroke prevention.

A new approach to providing CPS education and outreach in New York State will be the development and implementation of a new training for law enforcement. The training, "Practical Applications of Child Passenger Safety for the non-certified Law Enforcement Officer," will focus on educating non-CPS-certified officers on the basics of CPS, how to detect unsafe riding conditions for children on the roadways, determining when to issue a ticket for an offense versus when to provide education, and how to refer parents/caregivers encountered on the roadway to the local CPS services available within their community. GTSC has selected two instructors for this training, and it is currently being developed. Once the curriculum is finished, the training will be hosted approximately 1-3 times annually in different locations throughout the state.

Intended Subrecipients: State and statewide not-for-profit agencies

Child Passenger Safety Awareness Classes **OP-2023-007**

On the local level, GTSC will continue to enhance CPS education through the availability of CPS mini-grants for local agencies to conduct awareness training sessions that offer educational programs on CPS issues. The major emphasis of these educational programs will be to train parents, caregivers and others who transport children to protect their safety by using the right seat for the child and installing the seat correctly, every ride, every time. Presentations will be made to various types of groups including members of the public health and medical communities, fire and other emergency response personnel, preschool and other bus drivers, law enforcement agencies and social services programs. CPS technicians will especially be encouraged to provide CPS awareness classes to expectant parents, child-care providers and members of minority communities. Educating and training parents and members of the various groups who are in regular contact with the public will significantly contribute to the dissemination of CPS information throughout every region of the state and to diverse populations within each region. In FFY 2022, 27 agencies received funding to conduct CPS awareness classes; 34 applications for FFY 2023 funding have been received.

Intended Subrecipients: Local and not-for-profit agencies

Strategy OP-4: Car Seat Fitting Stations

Projected Safety Impacts

Technicians and instructors at New York's permanent fitting stations instruct parents and others who care for young children on the appropriate seat for the child and how to install and use the seat correctly. This countermeasure strategy, along with others making up New York's CPS Program, will continue to have a positive impact on children's safety in motor vehicles.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in both 2019 and 2020, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of car seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of car seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.

New York maintains an extensive and active network throughout the state that focuses on providing services to families in all areas of the state, both urban and rural, and to all segments of the population, especially minorities, low income and other underserved high-risk groups. This countermeasure strategy and planned activities will contribute to improvements in the performance measures and success toward meeting the targets set for the Occupant Protection program area. Through its CPS mini-grant program, sufficient funds are allocated to support the effective implementation of this countermeasure strategy.

Rationale for Selection

In addition to the proven safety benefits of requiring the use of correctly installed safety restraints appropriate for the age and size of the child of to age eight riding in motor vehicles, NHTSA has further encouraged this countermeasure by making it a criterion that must be met in order to qualify for Section 405b occupant protection grant funding.

New York continues to maintain an active network of permanent fitting stations across the state. As of April 18, 2022, there were 300 fitting stations in New York. This includes 112 fitting station grantees who receive funding through GTSC, many of which oversee multiple fitting stations within their jurisdiction.

A complete list of fitting stations organized by county is maintained on the GTSC website. For each fitting station, the location, hours of operation and contact information for questions and scheduling appointments are provided. The listing also identifies those fitting stations with Spanish-speaking technicians available. GTSC contacts all the fitting stations on an annual basis to verify and update the information posted on the website.

These fitting 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. GTSC requires that fitting stations be staffed by CPS Technicians and/or Instructors with current certification status to ensure that the standards of the program are maintained.

Population Covered by New York's Network of Fitting Stations

New York's 301 fitting stations are located throughout the state; all 62 of the state's counties have at least one fitting station. The U.S. Census defines a county as rural if 50% or more of the county's population resides in areas designated as rural. Based on this definition, the counties in New York State are evenly split between urban and rural. In the table below, the 31 counties categorized as "rural" are highlighted in blue.

As the table below shows, 212 fitting stations are located in urban counties and 89 are in rural counties. Even though only 9% of the state's population resides in counties designated as rural, 30% of the fitting stations are located in these counties, indicating the importance placed on providing access to the residents in the more sparsely populated and generally lower income areas of the state.

The table also shows the number of fitting stations and the counties where they are located that focus on serving minority and low-income populations based on the information provided in their applications for mini-grant funding. In FFY 2022, 155 fitting stations indicated that they focus on serving minority populations; 81 of these also reported that they serve low-income families.

To show the extent to which car seat education and distribution programs are available to meet the needs of low-income families in the state, the table also indicates the counties where programs supported with funding from GTSC are located. In FFY 2022, funding was provided for 53 low-income car seat education and distribution programs; at least one of these programs is located in 43 of the state's 62 counties.

New York State Fitting Stations Serving Rural Counties, Low Income and Minority Populations: 2022								
				# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Educ & Distribution
County	Total Population*	% Urban	% Rural	Urban	Rural	Minority	Low Income	Programs
Albany	313,743	90.3%		9		8	2	1
Allegany	46,106		78.7%		2	1	2	1
Bronx	1,424,948	100.0%		1		1	1	
Broome	197,240	73.9%		6		4	2	1
Cattaraugus	76,426		61.8%		2	1	1	
Cayuga	75,880		55.8%		2	1	1	1
Chautauqua	126,807	56.1%		7		1	1	
Chemung	83,045	75.8%		1				
Chenango	46,537		83.4%		2	1	1	1
Clinton	79,596		64.2%		7	3	3	
Columbia	61,778		73.3%		3	2	2	2
Cortland	46,311	55.7%		2		1		1
Delaware	44,378		78.4%		2	1	1	1
Dutchess	297,112	74.6%		16		12	1	1
Erie	950,683	90.6%		8		2	1	4
Essex	37,268		74.9%		7	2	2	1
Franklin	47,456		62.7%		3			
Fulton	53,116		50.4%		1	1	1	1
Genesee	57,853		59.9%		4	2	2	
Greene	48,499		73.1%		2	1	1	
Hamilton	5,119		100.0%		1	1	1	1
Herkimer	59,937		51.8%		1	1	1	1
Jefferson	116,295	52.0%		2		2	2	1
Kings	2,641,052	100.0%		2		1	1	2
Lewis	26,573		86.8%		1			1
Livingston	61,578		54.7%		10	4	4	1
Madison	67,658		58.9%		1			
Monroe	755,160	93.6%		15		2		3
Montgomery	49,558	59.1%		2		2	2	1
Nassau	1,390,907	99.8%		8		4	3	2
New York	1,576,876	100.0%		3		1	1	1
Niagara	211,653	77.6%		7		4	2	1
Oneida	230,274	67.0%		9		5	3	2
Onondaga	473,236	87.4%		10		5		1
Ontario	112,508	52.5%		8		3	1	2
Orange	404,525	77.7%		13		13	2	
Orleans	40,191		60.9%		3	2	2	
Oswego	117,387		61.8%		4	3	3	1

County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Educ & Distribution Programs
				Urban	Rural	Minority	Low Income	
Otsego	58,123		70.6%		3	3	3	1
Putnam	97,936	79.5%		5		1		1
Queens	2,331,143	100.0%		3		1	1	1
Rensselaer	160,232	69.5%		3		3	3	
Richmond	493,494	100.0%		3				
Rockland	339,227	99.3%		7		3	1	1
St. Lawrence	108,051		62.0%		2	2	2	1
Saratoga	237,359	70.0%		9		7	2	1
Schenectady	158,089	91.8%		8		3	2	1
Schoharie	29,863		82.8%					1
Schuyler	17,752		81.2%		2			
Seneca	33,688		58.7%		3	3	1	
Steuben	92,948		60.4%		4	1	1	1
Suffolk	1,526,344	97.4%		14		5	1	1
Sullivan	79,806		74.2%		1			1
Tioga	47,980		65.7%		2			
Tompkins	105,162	56.7%		2		1	1	1
Ulster	182,951	54.0%		9		8	2	1
Warren	65,618	66.1%		2		1		
Washington	60,956		67.9%		1			1
Wayne	90,923		60.7%		6	2	2	1
Westchester	997,895	96.7%		18		9	2	1
Wyoming	40,491		64.1%		5	4	4	
Yates	24,613		71.2%		2			
TOTAL	**19,835,913**			**212**	**89**	**155**	**81**	**53**
TOTAL Inspection Stations	**301**	**69.4%**	**30.6%**					

Source: U.S. 2010 Census Urban and Rural Classification (https://www.census.gov/geo/reference/urban-rural.html

*U.S. Census Bureau, 7/1/2021 County Population Estimates, released March 2022

Notes: Counties classified as Rural are highlighted in blue.

Information on inspection stations that focus on underserved populations is only available for those supported by grant funding from GTSC. Information on all inspection stations is available at trafficsafety.ny.gov/child-safety-seat-inspection-stations.

Outreach to Underserved Populations

While the vast majority of New York's population resides in counties with active fitting stations and 30% are located in the rural areas of the state, additional efforts to reach the underserved are also an important component of New York's occupant protection program. One of the outreach strategies to further increase

access to education and car seat fitting services to rural, low-income, minority and other underserved populations is to bring the fitting station to them. Each year, GTSC provides funding for storage trailers that double as mobile fitting stations to make car seat fittings more accessible and convenient for underserved populations in both rural and urban areas.

In addition, efforts are made to conduct CPS Certification Training courses in these areas with underserved populations where warranted and to find agencies to partner with who can provide the space for low-income car seat education and distribution programs to be established.

Where appropriate, several grantees in New York State reach out to the diverse populations that they serve by working with interpreters to assist technicians. Because of New York's large Spanish-speaking population, many fitting stations have technicians on staff who are bilingual. To date, 51 of the certified technicians in New York State are bilingual in English and Spanish. Another strategy to increase accessibility for diverse groups is to encourage the establishment of fitting stations within specific communities. Examples of these types of outreach programs are described below.

- *Mohawk Valley Resource Center for Refugees (MVRCR)*
  The MVRCR works with multiple language groups and provides education to a low-income population of primarily refugees and immigrants. Car seat education and distribution services are organized by language groups with support from interpreters. Referrals to the program come from the adult English Language Learners (ELL) School, St Luke's Memorial Hospital, the Oneida County Health Department and other local social services agencies, such as the Neighborhood Center and CareNet. In order to build and sustain a strong team of CPS technicians, the MVRCR has been focusing on ensuring that existing CPS Technicians complete their recertification requirements and on recruiting additional bilingual technicians. Because of the cultural diversity of the population that is served by the MVRCR, it is essential that the CPS educational services be provided in a context that is relevant to the experience of the refugees and immigrants who are receiving assistance. The MVRCR has developed a unique approach to illustrate the importance of securing children in car seats that has proven to be very successful with the population it serves.

- *Albany County Department of Public Work**s***
  Albany County has experienced a large increase in the number of refugees and immigrants residing within the county. Much of the increase is the result of the placement of families by agencies including the United States Committee on Refugees and Immigrants which places approximately 300 families per year in the county. Most of these families arrive from countries that do not have strong CPS programs. Many parents do not have car seats and those who do often find the training challenging due to language barriers and other factors. In addition, because many immigrant and refugee families share vehicles, education on installing seats in a number of different vehicle models is needed. The Albany County Department of Public Works is providing car seat checks and CPS education that focuses on the needs of this growing population. In addition, car seats are provided free of charge to low-income families who do not have an appropriate seat for their child.

- *Ardent Solutions*
  Ardent Solutions, Inc., a nonprofit public health program based in western New York State, provides outreach to underserved diverse populations in a number of traffic safety program areas. Activities conducted in the area of CPS include the establishment of a car seat fitting station in Salamanca, New York, to provide services to the Seneca Nation of Indians. In addition to continuing to operate the fitting station and distribution programs, Ardent Solutions continues to provide occupant protection awareness trainings.

Children with Special Needs

The establishment of additional special needs car seat fitting stations at hospitals with certified CPS technicians on staff who have completed the Riley Children's Hospital special needs technician training is also a priority. As more certified technicians complete the special needs training, more fitting stations outside of a hospital setting are able to assist families with special needs children. Currently, New York has 84 certified technicians who are also special needs certified. In FFY 2023, GTSC will work with the NYS Association of Traffic Safety Boards and the NYS Department of Health to offer at least one CPS and Special Needs training to increase the state's capacity to offer these services.

Car Seat Fitting Stations OP-2023-008

The projects in this area are funded through mini-grants awarded by GTSC for the operation of fitting stations. To receive funding, grantees must have certified technicians available to staff the fitting station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which 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 CPS program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state. In FFY 2022, GTSC awarded 112 mini-grants for the operation of fitting stations; 125 applications have been received for mini-grant funding in FFY 2023.

Intended Subrecipients: Local and not-for-profit agencies

Strategy OP-5: Car Seat Check Events

Projected Safety Impact

Another type of program that increases access to instruction on the proper installation of child safety seats are car seat check events. These events provide an opportunity to educate parents, grandparents and caregivers on the need to restrain children in the correct seat based on their age and weight and how to properly install and use these seats. The importance of keeping children up to eight years of age in car seats and booster seats is a particular focus at these events. 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 CPS mini-grant program are encouraged to conduct events in rural areas, low-income communities and areas with diverse populations and to ensure the events are well-publicized.

Together with the other components of New York's CPS Program, this countermeasure strategy and associated planned activities will have a positive impact on the safety of young passengers riding in vehicles by expanding accessibility to car seat information and instruction.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in both 2019 and 2020, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of car seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of car seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.

This countermeasure strategy and the planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area. Through its

CPS mini-grant program, sufficient funds are allocated to support the effective implementation of this countermeasure strategy.

Rationale for Selection

Car seat check events conducted at the local level throughout the state, particularly in areas with underserved populations that may not otherwise have easy access to car seat installation instruction, is a proven strategy for improving CPS. Through GTSC's CPS mini-grant program, sufficient funding is allocated to conduct these events in areas where greater access to instruction on the correct installation and use of car seats is needed.

Car Seat Check Events OP-2023-009

GTSC also provides funding for car seat check events. 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, low-income communities and areas with diverse populations and to ensure the events are well publicized. In FFY 2022, 107 agencies were approved to conduct car seat check events; 125 applications for FFY 2023 funding have been received.

Intended Subrecipients: Local and not-for-profit agencies

Strategy OP-6: Recruitment and Training of Child Passenger Safety Technicians

Projected Safety Impact

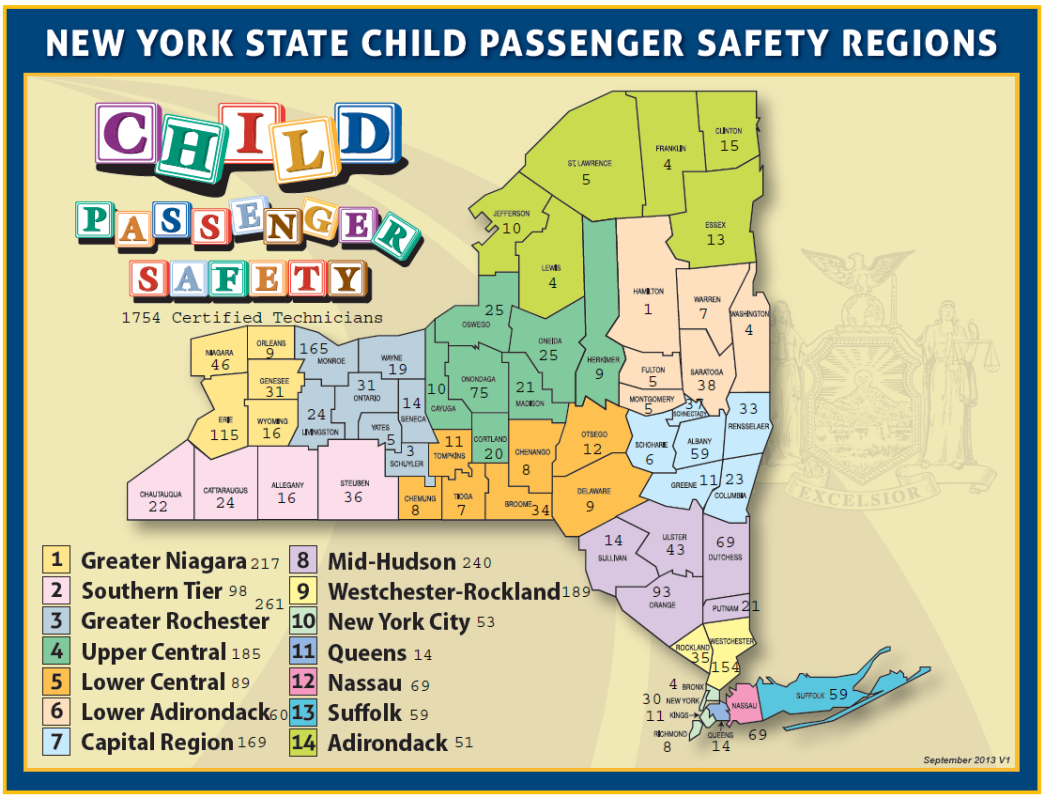
The availability of a large pool of persons with the training, knowledge and skills to identify when a car seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers is essential to sustaining the state's CPS program. Persons interested in becoming certified CPS technicians must complete a three- or four-day Standardized Child Passenger Safety Technician Course provided by Safe Kids Worldwide. Persons successfully completing this training are certified for two years; to be recertified after two years, CPS technicians must earn six Continuing Education Units (CEU) and demonstrate the proper installation of five different types of car seats in front of a certified instructor or technician proxy.

GTSC provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as update training classes. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes. CPS technicians are also able to earn continuing education units toward their recertification by attending the workshops presented at the Child Passenger Safety Technical Conferences that are conducted every other year. If a certified technician fails to recertify, GTSC supports the presentation of the Safe Kids mandated one-day Renewal Testing seminars. GTSC covers the recertification fees for technicians and instructors. Despite losing many instructors due to COVID, and because of the state's efforts to retain its certified technicians, New York has maintained a recertification rate of 57.9% in 2021, which exceeds the national average of 46.2%.

Certified CPS technicians are encouraged to participate in car seat check events during the year and to maintain their skills by installing car seats in other settings. Technicians are also encouraged to attend additional specialized training that will enable them to master certain skills such as fitting children with special needs and fitting children on school buses. In addition to providing one-on-one instruction in the correct installation and use of car seats, the presentation of CPS awareness classes to groups of parents, grandparents,

caregivers and others who transport children is another important educational activity supported by New York's occupant protection program.

In 1999, the CPS technician program in New York started with 98 certified technicians and nine instructors. While other states have lost technicians and instructors in recent years, the numbers in New York have remained steady, despite many technicians losing their certifications during COVID. As of May 2, 2022, New York has a total of 1,754 nationally certified CPS technicians, 92 of whom are instructors and 4 who are instructor candidates. Every county in New York State has at least one CPS technician. A map showing the distribution of the certified CPS technicians by county in New York State is included below. Monroe County has the highest number of technicians (165), followed by Westchester County (154).



New York's Certified CPS Technicians come from a variety of backgrounds, representing law enforcement (local police, County Sheriffs and State Police); emergency medical services and fire departments and health and social service agencies.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in both 2019 and 2020, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. However, the misuse of car seats continues to be a problem. To increase compliance even further as well as reduce the incorrect use of car seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.

This countermeasure strategy and the associated planned activities focus on establishing and maintaining a large pool of certified technicians qualified to provide the education and instruction at fitting stations, car seat checks and other events and venues. Funding is allocated for the continuous recruitment and training of new

certified technicians, as well as the retention of previously trained technicians through the provision of opportunities to meet recertification requirements.

This countermeasure strategy and planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area.

Rationale for Selection

The recruitment and training of a large network of certified CPS Technicians is essential for the successful implementation of the evidence-based countermeasure strategies and planned activities for improving CPS included in New York's Occupant Protection Program. Because the majority of the certified technicians are volunteers, funding is allocated for the training and recertification of the technicians.

Funding is also provided for the state's certified technicians to attend the CPS Technical Conferences that will be hosted by the state on a biennial basis. Sufficient funds are allocated to support the effective implementation of this countermeasure strategy and the associated planned activities. This strategy is a NHTSA requirement for the receipt of 405b Occupant Protection funds.

CPS Certified Technician Training Classes OP-2023-010

New York State has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. A major key to the success of the state's recruitment efforts is making the required standardized CPS technician training available and accessible. In FFY 2022, there was a total of 17 Standardized CPS Technician Training classes that resulted in 209 newly certified technicians.

The objectives of New York's FFY 2023 recruitment and training plan are to 1) maintain the state's large cadre of technicians through continued support for training programs for new and recertifying technicians and 2) increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.

FFY 2023 CHILD PASSENGER SAFETY TECHNICIAN CERTIFICATION COURSES

Region/County	Host Organization	Students
REGION 1		
Genesee	Batavia FD	15
Erie	Cheektowaga Police Department	15
REGION 2		
Allegany	Ardent Solutions	15
Steuben	SUNY Alfred	15
REGION 3		
Monroe	Monroe County Traffic Safety Board	20
Ontario	TBD	15
REGION 4		
Cayuga	Cayuga County Sheriff's Office	15
Cortland	Cortland County Health Department	15
REGION 5		
Broome	Broome County Health Department	16
Broome	Broome County Health Department	16

Region/County	Host Organization	Students
REGION 6		
Saratoga	Clifton Park EMS	15
Warren	TBD	15
REGION 7		
Schenectady	Niskayuna FD	20
Schenectady	Niskayuna FD	20
REGION 8		
Sullivan	TBD	10
Dutchess	TBD	10
REGION 9		
Westchester	Westchester Co. Public Safety	20
Rockland	Rockland County Sheriff's Office	20
REGION 10		
New York	NYC Dept. of Transportation	15
TBD	TBD	15
REGION 11		
Queens	Long Island Jewish Medical Center	20
Queens	NY Coalition for Safety Belt Use	10
REGION 12		
Nassau	Nassau County Police Department	15
Suffolk	Northwell Health	15
REGION 13		
Suffolk	Holtsville FD	15
Suffolk	Holbrook FD	15
REGION 14		
Lewis	Lowville Rescue Squad	15
St. Lawrence	TBD	15
Total		**437**

Through its CPS Coordinator, GTSC will continue to publicize the state's CPS program and coordinate training programs and other events that support recruitment efforts. The CPS Coordinator works closely with the state's CPS Advisory Board, which is comprised of representatives from 14 regions of the state. In addition to serving as a statewide communication network for the program, these regional representatives assist with technician recruitment and training efforts by identifying areas of their regions where more technicians are needed, organizing training programs and recruiting participants.

One of the criteria to qualify for a Section 405(b) Occupant Protection grant is to provide a table identifying the number of CPS training classes to be held in FFY 2023, and the estimated number of students needed to not only maintain, but to expand the pool of certified technicians in New York State. Each CPS Advisory Board representative is working with the grantees in their region to schedule two CPS Certification training courses for the coming year. The locations of the 28 CPS Technician Certification courses that are tentatively planned for FFY 2023 appear in the table above; the delivery of these classes depends on the availability of the location and instructors as well as the number of enrollees. A minimum enrollment of 10 is required to hold a course; 25 is the maximum number of students per course.

Intended Subrecipients: Local and not-for-profit agencies

Retention of CPS Technicians **OP-2023-011**

In addition to the recruitment of new technicians, it is equally important to retain CPS technicians who are up for recertification. GTSC supports CPS technical update classes that provide the opportunity for technicians and instructors to update their skills and stay current with new procedures and guidelines. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes; six CEUs are needed every two years to recertify. GTSC also covers the recertification fees for technicians and instructors. According to Safe Kids Worldwide, 1,001 New York State technicians were recertified in 2021.

In FFY 2023, the recertification of technicians will continue to be supported in a number of ways. New York's CPS program plans to conduct 8 CEU Update Trainings reaching approximately 120 technicians; these programs also provide the opportunity to earn credits toward recertification. Four one-day Certification Renewal testing sessions for an estimated 20 technicians are also planned; these sessions are for technicians who let their certification lapse and would like to restore their certification status. In addition, technician recertification fees will continue to be paid.

Intended Subrecipients: Local and not-for-profit agencies

Statewide Technical Conference **OP-2023-012**

Due to the COVID-19 pandemic, New York's CPS Technical Conference planned for May 5-7, 2020, in Lake Placid was cancelled and rescheduled for September 8-10, 2021, in Saratoga Springs. This conference provided one of the most important opportunities for CPS technicians to receive continuing education credits to use toward recertification. The next CPS Technical Conference is planned for May 2-4, 2023, in Lake Placid.

In FFY 2023, funding will be provided for technicians to attend New York's CPS Technical Conference where continuing education credits toward recertification can be earned.

Intended Subrecipients: Local and not-for-profit agencies

Strategy OP-7: Car Seat Education & Distribution Programs

Programs that provide car seats to low-income families and education on proper use are an important component of New York's CPS program.

Projected Safety Impact

This countermeasure strategy supports programs that provide car seats to low-income families and is an important component of the state's CPS program. Providing car seats free of charge to families in this underserved population, along with instruction from a certified CPS technician in the proper installation and use of the seat, will have a positive impact on the safety of young children riding in motor vehicles.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in both 2019 and 2020, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. While New York maintains an active network of car seat fitting stations throughout the state and retains a large pool of trained certified technicians, it is important to focus on the groups that may be underserved because they are not able to afford a car seat. Under this countermeasure strategy, funds are

allocated for the purchase and distribution of car seats to low-income families free of charge. Increasing access to care seats will contribute to the achievement of an even higher rate of compliance and the prevention of deaths and injuries among children riding in motor vehicles.

Rationale for Selection

Car seat education and distribution programs are an important component of New York's Occupant Protection Program. Providing a car seat to a family that otherwise would not be able to provide this protection for their child ensures that fewer children will be unrestrained in vehicles and consequently at high risk of being killed or injured if a crash occurs. Sufficient funding has been allocated to support an effective network of car seat education and distribution programs.

Low-Income Car Seat Education & Distribution Program **OP-2023-013**

Low-income families are also a segment of the population that need special attention. Car seats are given away free of charge to low-income families in need. A certified CPS Technician educates each person acquiring a car seat in its proper installation, use and maintenance based on the manufacturer's instructions.

Car seat education and distribution programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, child-care councils or social service departments, are eligible to apply. The grantee must determine the income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State WIC Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct at least a 30-minute, but ideally a 60-minute in-person educational component with the caregiver and then demonstrate the installation of the appropriate car seat for each person requesting a car seat. In FFY 2022, 53 agencies in New York were awarded funding to operate a car seat education and distribution program. A total of 64 applications have been received for mini-grant funding for FFY 2023.

Intended Subrecipients: Local and not-for-profit agencies

Strategy OP-8: 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 for other types of research, evaluation and analytical support required for New York's Occupant Protection Program.

Projected Safety Impact

Research and evaluation that support the state's comprehensive Occupant Protection program will be funded under this countermeasure strategy. 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. Other types of research, evaluation and analytical support required for New York's Occupant Protection Program will also be supported.

Another planned activity under this countermeasure strategy is the implementation of New York's annual seat belt observational survey. The data-driven, performance-based approach to increasing compliance with the state's occupant restraint laws by focusing on high-risk and underserved populations in the state requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the

results. These efforts will support the comprehensive countermeasure strategies that collectively will have a positive impact on traffic safety.

Linkages to Problem Identification, Performance Targets and Funding Allocations

This Research, Evaluation and Analytical Support countermeasure strategy and the associated planned activities support the problem identification process that forms the basis for the selection of countermeasure strategies and planned activities that will affect the performance measures and lead to progress in reaching the targets that have been set. Sufficient funding is provided for the effective implementation of this countermeasure strategy and planned activities.

Rationale for Selection

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. In addition, states are required to conduct annual statewide observation surveys of seat belt use by front-seat occupants in order to collect the data needed to track the core behavioral measure, the statewide seat belt use rate.

Statewide Observation Survey of Seat Belt Use OP-2023-014

Funding will also be provided for the implementation of the annual seat belt observational survey conducted in accordance with uniform criteria established by NHTSA. The project will include the recruitment, training and field supervision 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 collection; data entry and analysis; and the preparation of the final report. As required by NHTSA's uniform criteria, new observations sites were selected for the 2018 survey and will be used through the 2022 survey.

Intended Subrecipients: State and statewide not-for-profit agencies

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 the state's 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 *FFY 2023 Traffic Safety Information Systems (TSIS) Strategic Plan*, 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), reflects the importance the state continues to place on improving the state's traffic records systems. Using a multi-task process, GTSC's traffic records strategic planning process focused on identifying major improvement opportunities for the state's various traffic safety information systems and developing projects to implement those improvements. A copy of the *TSIS Strategic Plan* is included with the NY FFY 2023 405(c) State traffic safety information system improvements grant application.

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 (DMV), the NYS Department of Transportation (DOT), the New York State Police (NYSP) and the NYS Department of Health (DOH) that maintain and house the state's major systems.

Effect of the COVID-19 Pandemic on Traffic Records

During FFY 2022, the COVID-19 pandemic continued to have an impact on the state's traffic safety community. State agencies had to continue to adjust their processes and address the immediate health and safety needs of the public during peak COVID-19 outbreaks throughout the year. Most state agencies continue to have difficulties hiring new staff. These difficulties had an impact on the timely and accurate processing of crash and ticket data and completing traffic records projects. Volumes of crash reports and tickets have increased significantly during FFY 2022 from the previous year but continue to be down in volume from FFY 2020 pre-COVID-19.

New York's enforcement agencies continued to divert some of their traffic safety enforcement activities to those supporting the transport and protection of health care providers, equipment and supplies. The continued shift of priorities among the enforcement agencies is reflected in the reductions in the number of citations issued for violations of the state's Vehicle and Traffic Law (VTL).

These shifts in enforcement priorities are exacerbated by the need to divert state and local NYS Office of Information Technology Services (ITS) resources to continue to address the immediate health and safety needs of the public, to develop and implement additional alternate methods for the public to conduct critical state business and to provide system access, connections and equipment for new state and local employees. Most state agencies continue to operate in a hybrid method, working both remotely and in office on a rotating schedule. These ITS responsibilities took precedence over many system glitches, changes or updates that were needed to assist with meeting all of the goals set for the crash and ticket systems in the FFY 2022 strategic plan. As might be expected, the diversion of these ITS resources is reflected in the longer time periods that occurred between when a ticket was issued and when it was entered into the NYS DMV Traffic Safety Law Enforcement and Disposition (TSLED) database.

Performance Report

Six goals were established in the FFY 2022 strategic plan submitted to NHTSA in June 2021: three for the Accident Information System (AIS), two for the TSLED citation/adjudication system and one for the Administrative Adjudication (AA) citation/adjudication system.

The performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data and the accuracy and completeness of the crash data. With respect to the timeliness of 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 database. With regard to the accuracy of the crash data, the performance measure is the percentage of crash records with no errors in the *Lat/Long Coordinates* data element. With respect to completeness of the crash data, the performance measure is the percentage of crash records in AIS that have gone through the location coding process with no missing data in the data element of *Roadway Type*. The timeliness measures for the citation and adjudication data are the mean number of days from 1) the date a citation is issued under the TSLED system to the date the citation is entered into the TSLED database, 2) the date a TSLED citation is adjudicated until the date the disposition information is entered into the state's TSLED database, and 3) the date a citation is issued under the AA system to the date the citation is entered into the AA database.

The following performance targets were set for FFY 2022:

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS database from the baseline of 17.12 days (April 1, 2020-March 31, 2021) to 16.95 days (April 1, 2021-March 31, 2022).

- To increase the percentage of crash records in AIS with no errors in the critical data element of *Lat/Long Coordinates* from the baseline of 91.08% (April 1, 2020-March 31, 2021) to 91.99% (April 1, 2021-March 31, 2022).

- To increase the percentage of crash records in AIS with no missing data in the critical data element of *Roadway Type* from the baseline of 96.74% (April 1, 2020-March 31, 2021) to 97.71% (April 1, 2021-March 31, 2022).

- 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 the baseline of 8.29 days (April 1, 2020-March 31, 2021) to 8.21 days (April 1, 2021-March 31, 2022).

- To reduce the mean number of days from the date a citation is adjudicated until the date the disposition information is entered into the state's TSLED database from the baseline of 40.03 days (April 1, 2020-March 31, 2021) to 39.63 days (April 1, 2021-March 31, 2022).

- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the AA database from the baseline of 14.08 days (April 1, 2020-March 31, 2021) to 13.94 days (April 1, 2021-March 31, 2022).

The table below shows that four of the six performance measures established for FFY 2022 met their goals: 1) the timeliness of the AIS crash data, 2) the accuracy of the AIS critical data element of *Lat/Long Coordinates*, 3) the timeliness of the TSLED adjudication data, and 4) the timeliness of the AA citation data. The mean number of days from the crash date to the date the crash report is entered into the AIS system decreased from 17.12 days in the baseline period to 9.988 days in the performance period, far exceeding the goal of 16.95 days. The second performance measure, the percentage of AIS crash records with no errors in the *Lat/Long Coordinate*s data element, increased from 91.08% in the baseline period to 94.05% in the performance period, exceeding the goal of 91.99% that was set. This increase reflects changes/upgrades that continue to be made by both DMV and NYSDOT in the automated location coding process. It also reflects the efforts of both DMV and the state's enforcement agencies in training officers on the importance of collecting accurate data on the location of crashes through the use of the location tools available to them in their vehicles.

The third performance measure to meet its goal is the mean number of days from the date a citation is adjudicated to the date the disposition information is entered into the TSLED system. This measure decreased from 40.03 days in the baseline period to 26.38 days in the performance period, an improvement far greater than the target of 39.63 days. The fourth measure, the mean number of days from the citation date to the date the citation is entered into the AA database, met and exceeded its goal of 13.94 days, decreasing from 14.08 days in the baseline period to 9.10 days in the performance period.

Two of the goals were not met: 1) the completeness of the AIS crash data related to the critical data element of *Roadway Type* and 2) the timeliness of the TSLED citation data. The completeness of the *Roadway Type* data element declined only slightly and remained at a high level, from 96.75% in the baseline period to 95.81% in the performance period, but short of the goal of 97.71%. The mean number of days from the citation date to the date the citation is entered into the TSLED database increased from 8.29 days in the baseline period to 10.18 days in the performance period, missing the goal of 8.21 days but still maintaining an acceptable level.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS
PERFORMANCE TARGETS

Performance Attributes & Measures	Baseline Period April 1, 2020-March 31, 2021	Performance Target April 1, 2021-March 31, 2022	Performance Period April 1, 2021-March 31, 2022
Crash Information System (AIS)			
Timeliness			
Mean # of days from crash date to date crash report is entered into AIS	17.12 days	16.95 days	9.988 days ✓
Accuracy			
Percentage of crash records with no errors in the *Lat/Long Coordinates* data element	91.08%	91.99%	94.05% ✓

Completeness			
Percentage of crash records with no missing data in the *Roadway Type* data element	96.74%	97.71%	95.81%
Citation/Adjudication System (TSLED)			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	8.29 days	8.21 days	10.18 days
Timeliness – Adjudication			
Mean # of days from date citation is adjudicated to date disposition info. is entered into TSLED	40.03 days	39.63 days	26.38 days ✓
Citation/Adjudication System (AA)			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into the AA database	14.08 days	13.94 days	9.10 days ✓

✓ *indicates performance target was met*

Problem Identification

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) was reviewed by the TRCC and its member agencies to identify opportunities for improvement and assist in selecting countermeasure strategies and projects that will enable the state to achieve its traffic records performance goals. Each system was reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review process that was conducted January-May 2022 are summarized below.

Another key finding from the review process highlighted the breadth of the activities being conducted at all jurisdictional levels to improve various traffic records systems. This finding emphasized the need for a coordinated approach to the development and implementation of traffic records improvement activities. A secondary finding, albeit an important one, arose from the review process. It centered on the recognition that research and evaluation activities play an important role in New York's traffic records program, underscoring the strengths, limitations and opportunities associated with the state's six core records systems.

Crash Information System

New York's primary crash information system is the AIS maintained by DMV. With few exceptions, the AIS file contains records of all police-reported motor vehicle crashes and all crashes reported to 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 the crash report is entered into AIS decreased from 17.12 days in the baseline period (April 1, 2020-March 31, 2021) to 9.988 days in the performance period (April 1, 2021-March 31, 2022). Timeliness improved in FFY 2022 as both the state ITS resources and state and local enforcement activities approached their pre-COVID-19 levels. In addition, although more than 90% of the reportable crashes submitted by the police are being sent electronically, timeliness could be improved by increasing the number of police agencies that collect

and submit their crash data electronically to DMV. When the NYPD has the ability to submit its reports electronically, it will further improve the timeliness of the crash data. Timeliness could also be improved by allowing motorists to file their crash reports electronically, and it could be improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

- ***Accuracy:*** Accuracy of the AIS critical data element of *Lat/Long Coordinates* increased from 91.08% in the baseline period (April 1, 2020-March 31, 2021) to 94.05% in the performance period (April 1, 2021-March 31, 2022) due to improvements in the automated location coding process. The implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2023. Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS. Accuracy could also be improved with regard to the identification of crashes involving a commercial motor vehicle (CMV) as CMV crashes are often not identified correctly by the investigating police officer.

- ***Completeness:*** Completeness did not show improvement during the past year with regard to the data element of *Roadway Type*, yet the decrease was minor and the level remained high. The percentage of crash records with no missing data in the *Roadway Type* field decreased from 96.74% in the baseline period (April 1, 2020-March 31, 2021) to 95.81% in the performance period (April 1, 2021-March 31, 2022). Completeness could be improved by increasing the reporting of crashes involving CMVs. When a crash involves a CMV and the police officer fails to identify the crash as a CMV crash, pertinent data specific to a CMV crash is not collected and reported. Completeness could also be improved by collecting BAC data for all drivers involved in fatal crashes.

- ***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:*** The traffic safety community and general public have access to the crash data on-line through the Traffic Safety Statistical Repository (TSSR) (www.itsmr.org/TSSR). Maintained by ITSMR, the TSSR provides a variety of crash data and enables users to generate a number of different reports. As of May 1, 2022, finalized crash data are available on the TSSR for the years 2011-2020, with preliminary data for 2021 and the first few months of 2022. The TRCC membership noted that it is important to maintain the TSSR with the most recent crash data possible and ensure that it remains responsive to user needs through the expansion of available data and reports.

Citation/Adjudication Information Systems

NYS DMV maintains the state's two primary citation and adjudication information systems: 1) TSLED and 2) 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.

Currently, TSLED covers all areas of the state except for New York City. Tickets issued in New York City, with the exception of tickets issued for impaired driving, are covered under the AA system. In addition to capturing the ticket data, the AA system 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 rose from 8.29 days in the baseline period (April 1, 2020-March 31, 2021) to 10.18 days in the performance period (April 1, 2021-March 31, 2022). Based on

the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database declined, from 40.03 days to 26.38 days. An ongoing file transmission error awaiting ITS resolution accounts for the slight increase in time for the entry of the TSLED citation data. Timeliness improved for the charge disposition in FFY 2022 as ITS resources and enforcement and court activities came closer to their pre-COVID-19 levels.

With respect to the AA system, the mean number of days from the citation date to the date the citation is entered into the AA database decreased from 14.08 days in the baseline period (April 1, 2020-March 31, 2021) to 9.10 days in the performance period (April 1, 2021-March 31, 2022). Again, timeliness improved in FFY 2022 as ITS resources approached their pre-COVID-19 levels.

- ***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 TSLED and AA data can be integrated with data from other DMV files, there is a lack of comparability between the TSLED and AA systems that needs to be addressed.

  Another issue noted with regard to integration, and to some extent accessibility, is the lack of a link between court adjudication data and data captured by the state's Impaired Driver System (IDS). Maintained by the state's Office of Addiction Services and Supports (OASAS), the IDS captures data on drivers convicted of impaired driving from the DMV driver license file. Although the driver license file can provide basic data associated with a driver's conviction, such as license suspension or revocation, it cannot provide detailed data on the sentence/penalties imposed on the convicted driver. These data are available only on the OCA's Universal Case Management System (UCMS). The OCA and OASAS are conducting a multi-year joint project, begun in FFY 2019, which will enable a complete report on adjudication outcomes associated with convicted impaired drivers to be captured electronically by the IDS from the UCMS.

- ***Accessibility:*** Although outside users such as police agencies and TSLED courts can access data through a secure sign-on to view tickets returnable to their individual court, the courts and motorists do not have direct access to the data or the system that would allow them to complete transactions on-line. However, for information and analysis purposes, access to the data is provided on-line through the TSSR. As of May 1, 2022, a variety of finalized citation and adjudication data are available on the TSSR for the years 2011-2020, with preliminary data for 2021 also being available.

  With respect to the accessibility of the AA system, the system provides E-Plea capability for customers, enabling them to plead guilty or not guilty on-line; it also allows motorists to use major credit cards to pay fines and administrative surcharges on-line. The system has an attorney scheduling ticket management system which enables attorneys to associate themselves with their clients' tickets, giving them the ability to schedule and reschedule tickets on their behalf. The system also provides the attorneys with a calendar system to manage their cases. With regard to direct access to the raw data, although it is not available to users external to DMV, DMV generates a variety of reports to provide outside users needed data. In addition, similar to the TSLED data, access to some of the AA data is now available through the TSSR. As such, the TRCC and its member agencies agree that it is important to maintain the TSSR with the most recent ticket data possible and ensure that it remains responsive to user needs through the expansion of available data and reports.

Driver Information Systems

The core driver information system in New York is the Driver License File maintained by 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:*** DMV has a strong identification/authentication process 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, reflecting the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.

- ***Integration:*** Data integration could be improved by promoting the use of common data elements to allow better linkage to other DMV data as well as data maintained by external agencies (e.g., DOH 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 Driver's Privacy Protection Act (DPPA).

Injury Surveillance Information Systems

The NYS DOH 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 PCR captures data using a mix of standardized paper and electronic formats. Designed to capture data from 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 DMV's AIS file to the DOH's hospital and emergency department (ED) discharge databases. From 1995 to 2008, CODES also integrated data from the DOH's PCR database. Because of problems with incomplete PCR data, the data for the years 2009-2014 have not been linked. Beginning with the 2015 data, the DOH has once again begun to integrate data from the PCR database. Trauma Registry (TR) data was added starting in 2010 and Drug Recognition Expert (DRE) data have been linked to the CODES 2017 data. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ***Timeliness:*** About 10% of the PCRs still come into DOH in paper format, causing delays in getting data into the existing DOH internal electronic repository. The most recent year for which a complete set of PCR data is available and has been linked is 2017; the data for 2018 and 2019 are being prepared for linkage in 2022. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2017.

- ***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, resulting in many data fields being left blank. Another issue involves the regional data entry contractors who only have to edit a subset of the data fields contained on the report form. With respect to the CODES file, a

series of logic checks has been built into the system to improve the accuracy of the data.

- ***Integration:*** The PCR system meets the National Emergency Medical Services Information System (NEMSIS) standard and HIPAA confidentiality rules. Currently, the PCR system can be linked with the DOH's TR and CODES. The ability to link recent PCR data and CODES greatly improves the injury surveillance data available for analysis purposes. It should be noted that even though CODES can link crash, pre-hospital care, ED, and hospitalization data sets using probability match techniques, 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

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 46 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:*** Although 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 is able to link the registration file with the inspection and insurance files, but cannot link it with the International Registration Plan (IRP) system or with precision to records in the AIS file.

Roadway Information Systems

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:*** Although 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 Geographic Information Systems (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.

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. Described below, these strategies reflect the findings from the work undertaken by the state's TRCC over the past several months to prepare the FFY 2023 *Traffic Safety Information Systems Strategic Plan*. Projects are listed under each strategy.

Strategy TR-1: Implementation of Improvements to TSIS Systems

Projects that are intended to improve the timeliness, accuracy, completeness, uniformity, integration or accessibility of the state's various traffic records systems will be funded under this strategy. The planned activities that will be considered for funding are described below.

Projected Safety Impact

Based on a comprehensive review of the state's six core data systems by the TRCC and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Implementation of Improvements to TSIS systems.

A critical component of performance-based program planning conducted by agencies and organizations involved in traffic safety at all jurisdictional levels requires access to a variety of traffic records data. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The need for timely, accurate and complete data is being addressed vigorously by New York through major improvements in its traffic records systems.

This countermeasure strategy is designed to improve the timeliness, accuracy and completeness of the TSIS systems that focus on crashes and citations/adjudication, i.e., the AIS, TSLED and AA systems. The planned activities being funded under this strategy include 1) maintaining the timely processing of fatal crash data into NHTSA's Fatality Analysis Reporting System, 2) improving the timeliness, completeness and overall quality of the crash data through the design and implementation of a new AIS crash data system, 3) improving the timeliness and accuracy of crash and citation data through the electronic collection and transmittal of data via TraCS into the AIS and TSLED systems, and 4) improving the timeliness, accuracy and accessibility of the adjudication data through the design and development of an E-Plea system for the local courts. Another activity to be funded under this strategy involves improving the access and timeliness of applying and removing sanctions to the vehicle registration files through the new Centralized Automated Registration & Title Sanction System (CARTS).

Linkages to Problem Identification, Performance Targets and Funding Allocations

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's crash and citation/adjudication data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. The TRCC and its member

agencies found that improvements could be made if the number of police agencies collecting and reporting data electronically to DMV increased and if motorists could enter a plea (guilt/not guilty) with the local courts electronically. One planned activity being funded under this countermeasure is specifically designed to increase the number of police agencies collecting and transmitting citation data electronically to DMV. A second planned activity being funded under this countermeasure provides for the design and implementation of an E-Plea system for the local courts that will assist them in the electronic capture and reporting of adjudication data to DMV. The expected improvements are reflected in the targets set for FFY 2023 with respect to the timeliness of the TSLED citation and adjudication data.

Also discovered during the problem identification task was an increase in the accuracy of crash records with regard to the data element *Lat/Long Coordinates*. The continued success of improving accuracy is reflected by the target set for FFY 2023 with regard to the percentage of crash records with no errors in the data element *Lat/Long Coordinates*.

Analyses found a small decrease in the completeness of crash records with regard to the data element *Roadway Type. Roadway Type* is a critical crash-related data element since it relates to the location of a crash. The priority of improving completeness is reflected by the target set for FFY 2023 with regard to the percentage of crash records with no missing data in the data element *Roadway Type*.

The problem identification effort uncovered issues related to timeliness of the TSLED citation data. A reduction target has been set for FFY 2023 regarding the mean number of days from the citation date to the date the citation is entered into the TSLED database. Timeliness of the AIS crash data improved in FFY 2022, and plans are underway to maintain these improvements. In addition to providing funding to increase the number of police agencies collecting and transmitting crash data electronically to DMV, other planned activities to maintain the timeliness of the crash data include 1) enabling DMV to maintain its ability to capture and report fatal crash data to NHTSA's Fatality Analysis Reporting System (FARS) in a timely manner and 2) providing support for the design and implementation of a new AIS system.

Rationale for Selection

In recognizing that the state's broader traffic safety community continually needs data that are timely, accurate and complete, the TRCC and its member agencies agreed that the best approach to providing such data was to make improvements to its basic core TSIS systems. In its review of those core systems, the TRCC found that while all of the core systems present opportunities for improvement, it concluded that the improvement opportunities associated with the crash and citation/adjudication systems would not only benefit the most key stakeholders but could also be accomplished at a reasonable cost. As a result, the TRCC has made it a priority in recent years to fund activities that would improve those two core systems, and has allocated FFY 2023 funding to this countermeasure to support the planned activities.

AIS Replacement **TR-2023-001**

New York's primary crash information system is the AIS maintained by DMV. With few exceptions, the AIS database contains records of all police-reported motor vehicle crashes and all crashes reported to DMV by motorists involved in crashes. The system captures and stores the data elements found on the police crash report form (MV-104A or MV-104AN) and the motorist report form (MV-104), except for detailed information on crash location. AIS is the source of the data utilized in ITSMR's TSSR which provides aggregated crash statistics to the public. All requests for official crash data and crash report images are processed against the AIS database.

AIS is 20 years old and has far surpassed the expected life span for the technology that was utilized to build it. While problems with the application and its associated databases have always existed, the frequency and

severity of the issues have increased. Under this project, DMV management has awarded a 7-year contract to a vendor, Lexis Nexis, that will build and maintain the new AIS system. Final contract approval is pending with the NYS Office of the State Comptroller. It is anticipated the new AIS will take approximately two years to fully implement. This project will address two key mandatory requirements: 1) the implementation of a revised MV104S form for CMV crashes and 2) the ability of the new AIS to accept NYPD reports electronically.

This project will assist DMV in funding the cost of the contract to develop, implement and maintain a new AIS. Utilizing an outside vendor will allow DMV to be far more responsive in implementing AIS changes as requested by DMV business units, law enforcement, the traffic safety community as well as federal mandates. It will also assist DMV in improving the number of reports collected electronically which in turn will improve the timeliness, completeness and the overall quality of the data. It will put DMV in a position to move towards integrating directly with the other 5 core traffic records systems.

Intended Subrecipients: State Agency

Fatality Analysis Reporting System (FARS) Supplemental Funding **TR-2023-002**

NYS DMV has traditionally provided data to the NHTSA FARS system through five-year contracts with NHTSA. In winter 2017, DMV determined that the contract would not provide sufficient Federal funding to support its three full-time employees assigned to perform FARS processing. The shortfall was estimated to be $165,000 for the length of the 2017-2021 agreement. Without Section 405c funding, the shortfall in funds would force DMV to reduce the number of staff assigned to the program and thus impact the timely processing of fatal crash data into FARS. This project will continue to supplement the NHTSA funding, enabling DMV to maintain 3 FTEs on FARS processing to insure continued timely processing of fatal crash data into FARS. This enables DMV to maintain its excellent record of entering the required data into the FARS system in a timely, accurate, complete and consistent manner. DMV is in the process of negotiating a new FARS agreement for 2022-2026 and anticipates that continued 405c funding will be needed to maintain the necessary staffing levels.

Intended Subrecipients: State, local and statewide not-for-profit agencies

TraCS Electronic Crash and Ticketing System **TR-2023-003**

This project continues to provide support to local enforcement agencies for their ongoing participation in TraCS. The funding is used to update the hardware and software needed to collect and transmit crash and ticket data electronically through TraCS. Under this project, training and technical support is also provided to the local police agencies in their use of TraCS Versions 10, 18 and 19. As of December 31, 2021, 519 of the 548 police agencies that had signed a contract with TraCS are collecting and transmitting ticket and/or crash data to DMV via TraCS. In 2021, more than 1.9 million tickets and 325,850 crash reports were sent to DMV electronically, significantly up from 2020 but still down from pre-COVID-19 years.

The TraCS platform facilitates the capture and transmission of electronic data related to a wide range of public safety activities conducted by enforcement and court-related agencies. Designed as a statewide electronic ticket and crash data collection and transfer system, TraCS includes electronic ticket and crash forms, DWI forms, arrest and incident forms, CMV inspection forms, and the use of GPS devices and GIS maps. TraCS includes a universal electronic ticket and accident reporting forms for use throughout the state by all police agencies. TraCS has been designed for use by all of the state's police agencies and courts, as well as by state agencies such as the NYSP, DMV and NYSDOT. TraCS allows police agencies to send their ticket and crash data electronically to a central repository, which is maintained by ITS. In turn, data are sent electronically from the repository to DMV, NYSDOT and OCA.

Because police agencies across the state using TraCS have identified a need for maintenance and support to facilitate their continued use of TraCS, the primary purpose of this project is to provide local TraCS agencies with the ability to continue to use TraCS to submit crash reports and tickets electronically in an efficient manner. Under this project, the specific needs of local agencies for technical support and training are identified and services are provided to meet those needs.

Intended Subrecipients: State agency

DMV Centralized Automated Registration & Title Sanction System (CARTS) **TR-2023-004**

This new project for FFY 2023 will allow DMV to publish a request for proposal and select an appropriate vendor to build a centralized automated Registration & Title Sanction system. The new system will allow authorized users identified by NYS Vehicle & Traffic Law to directly add and remove Registration and VIN suspensions and revocations to and from NYS DMV files in real time. The demand to issue sanctions against the Registration & VIN files continues to increase in response to new Legislative mandates. Currently, these sanctions are manually entered by the various divisions within DMV.

This project will automate and centralize the process and improve the timeliness, accuracy and consistency of applying these sanctions, thereby improving traffic safety. Automated suspension notices will be generated and sent to the violators. This project will also help improve the safety of CMV operations by automating sanctions including but not limited to violations of overweight/oversize vehicles, NYS Truck Mileage tax, Federal out-of-service orders, violations of the NYS regulations for stretched/modified vehicles, persistent toll violators, and NYSDOT sanctions. Automated sanctions in real time can deter unsafe driving behaviors and prevent violators from circumventing the law.

Intended Subrecipients: State Agency

Implementation of E-Plea System for Local Courts **TR-2023-005**

Data on the adjudication of tickets issued for traffic violations in the areas outside of NYC are captured by TraCS, the OCA UCMS and Court Room Program (CRP) data systems, and the DMV TSLED system and Driver License file. Currently, the process by which tickets are adjudicated is primarily a manual system, which can allow the driver to accept/reject a plea by mail or to deal with the disposition by appearing in court. Since approximately 17% of the drivers elect to accept/reject a plea by mail, the remaining 83% must be scheduled for a court hearing. Once in court, based on a review of the driver's license record, the prosecutor/ADA typically offers a reduced charge, which in turn is given to the magistrate or judge. The final disposition and any corresponding fines and fees are then recorded by a clerk and eventually entered into UCMS/CRP for upload into TSLED and ultimately the DMV driver license file.

Handling charge dispositions via court appearances puts an enormous burden on the local courts, with dozens, if not hundreds, of drivers showing up at the individual court sessions. These court appearances involve not only the local judges and justices but also the prosecutors/ADAs, the court clerks and the corresponding arresting officers. The combination of people resources needed, the volume of paperwork processed and the stress on the court's facilities results in a costly and time-consuming system of adjudicating traffic citations. Implemented in FFY 2021, this project is continuing in FFY 2023. The primary goal is to design, develop and implement an E-Plea system that can be used by the motorist to enter a plea without having to go into court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed and pay the fine and fees on-line. In addition, the new system will be designed such that the plea and sentencing-related information would then be electronically transmitted to the UCMS/CRP which in turn would upload the appropriate data to the DMV's

TSLED system for subsequent upload to the DMV's Driver License file. The project will be conducted jointly by the OCA and ITSMR.

Intended Subrecipients: State law enforcement and local police agencies

Strategy TR-2: 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.

Projected Safety Impact

Based on a comprehensive review of the state's six core data systems by the TRCC and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. The Development and Use of Data Linkages is one of those strategies.

Access to a variety of traffic records data is a critical component of the performance-based program planning process conducted by agencies and organizations involved in traffic safety at all jurisdictional levels. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The state's traffic safety community's ability to identify and develop effective countermeasures is enhanced by the comprehensive information that is often available through the linkage of data and data files.

Hence, this countermeasure strategy is designed to improve the availability and accessibility to data though the linkage of multiple systems. The planned activities being funded under this strategy include 1) linking data from DOH's CODES database and various state databases containing data on single and polysubstance impaired drivers and 2) linking sanction and treatment data from the UCMS to data captured in the OASAS IDS and Data Warehouse. Two planned activities will enhance the ability of the traffic safety research community to examine complicated traffic safety issues and design and assess the effectiveness of new traffic safety initiatives.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's injury surveillance data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. One of the planned activities being funded under this countermeasure, linking CODES and data on drugged drivers, is designed specifically to address some of these issues. Its successful completion will enable researchers to access data needed to obtain a more complete picture of a crash event involved drugged driving and its associated medical and financial outcomes. This planned linkage activity is a three-year project, with FFY 2023 being year 3 of the project. As such, performance targets have not yet been set.

An additional finding of the problem identification effort involved accessibility to a complete set of adjudication data with regard to drivers convicted of impaired driving offenses. It was noted that upon adjudication of a case the UCMS system captures data on all driver convictions, including sentencing information. It also found that the IDS system, including both its associated database and data warehouse,

captures data on all drivers convicted of impaired driving, but does not capture any data related to the sentence imposed upon the driver. This gap in the IDS information results in the OASAS providers having an incomplete picture as to what sanctions were imposed upon the convicted impaired driver, affecting their ability to effectively monitor many of the offenders under their supervision. Addressing this gap, a planned activity to be funded under this countermeasure involves establishing a linkage between the UCMS and IDS systems for the primary purpose of obtaining a complete record of the events that occur in an impaired driving event from conviction to adjudication and sentencing, including treatment. Successful completion of this project will provide accurate and complete data to OASAS providers and OCA court personnel in a more timely manner, enabling them to better monitor an offender's compliance with their court sentence.

Rationale for Selection

In addition to having timely, accurate and complete traffic safety-related data available through the state's six core data systems, the TRCC and its member agencies recognize the need to integrate data from those core systems to meet the needs of the state's traffic safety community for more complete and multi-faceted data. Multi-faceted data are often needed for complex data analysis, such as evaluating the effectiveness of highway safety initiatives and determining the associated outcomes and medical costs of motor vehicle crashes. It also enables the researcher to track a sequence of events; for example, events before, during and after a crash or events from the point a driver is arrested for impaired driving to adjudication/sentencing to treatment and exit from the system.

Integrating Single and Polysubstance Impaired Driving Data into CODES **TR-2023-006**

The CODES database is created by matching individual records from the NYS DMV AIS to the NYS DOH Statewide Planning and Research Cooperative System (SPARCS) database of hospitalizations and ED visits, the NYS TR, and NYS PCR from Emergency Medical Service (EMS) agencies. The linked database creates a more complete picture that describes what occurs before, during, and after a crash; the linkage is critical to understanding the burden of motor vehicle crashes in NYS.

The CODES database is used to conduct surveillance and research that examines the contributing factors to motor vehicle crash-related injuries, their associated outcomes and medical costs in selected types of crashes. CODES contains demographic, race and ethnicity identifiers, health outcomes, and related medical cost data, allowing for examination of health disparities, types of injuries, and crash-related cost of injuries that could not be done with police crash records alone. Administered by the DOH Bureau of Occupational Health and Injury Prevention (BOHIP), BOHIP staff work collaboratively to identify and address the injury problem, with a priority focus on motor vehicle traffic injuries.

Designed to examine and address the injury burden attributable to drug-involved impaired driving, this project will expand the CODES system to include additional data sources that more fully capture substance involvement associated with single and polysubstance impaired driving. The primary objective is to design, develop, and build a database that integrates the CODES database with impaired driving-related data sources that can be used to improve the understanding of single and polysubstance impaired driving, and associated motor vehicle crashes. This enhanced database will better identify, characterize and quantify risks and protective factors related to single and polysubstance impaired driving, crash risk and injury.

Initiated in FFY 2021, this project is continuing in FFY 2023 and links the DRE data with AIS (including traffic violation/ticketing information), Drug Tables within AIS, GIS, ED discharge data, hospitalization discharge data, TR data, and PCR data, providing more complete information on the true impact of single and polysubstance involved motor vehicle driving and related injuries in NYS. This expansion will improve existing CODES data by more accurately capturing single and polysubstance involved driving. The DRE data has been successfully linked to the most recent year of CODES data currently available, 2017. Efforts are underway to link CODES

2018-2019 data, and it is anticipated that DRE data will be linked to the newer CODES data in 2022. Publicly available DMV licensed driver data, census data and environmental data will also be added to CODES to enhance the understanding of single and polysubstance driving.

Intended Subrecipients: State Agency and Statewide not-for-profit agencies

OASAS Impaired Driver Data Warehouse Integration of UCMS Data **TR-2023-007**

The initial phase of this project was designed to integrate data from the OCA's Unified Court System's (UCS) UCMS into the OASAS IDS and Data Warehouse business areas on a monthly basis. This allows OASAS to integrate disposition and treatment sentence data from the UCMS into the IDS so that clinicians can use it for their screenings, assessments and treatment services for impaired drivers. Using a monthly data feed from OCA, it will also allow OASAS to integrate the data into the Data Warehouse business areas.

Continuing in FFY 2023, the second phase of this project will involve the development of an automated daily process for data sharing between OASAS and OCA for both the IDS and Data Warehouse applications. It also involves a redesign and upgrade of the Data Warehouse business areas to allow for a more efficient and effective use of the data. Clinicians now have access to timely data. Real-time data updates allow for better clinical decisions through the IDS, and outcome reports can be efficiently generated by using an upgraded Data Warehouse environment. In addition, a process needs to be established by which OASAS can share treatment data with OCA, enabling the OCA to update the UCMS so judges can easily access clinical data in real time, per the data share agreement executed by both agencies in FFY 2021. To complete this project, an Application Developer needs to be hired to build a permanent daily data feed between the IDS system and OCA, and the Oracle Business Intelligence reporting tool needs to be integrated into the Data Warehouse.

Intended Subrecipients: State agency

Strategy TR-3: Use of Technology to Disseminate Data and Information

GTSC's 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 GTSC's customers and partners, as well as the general public.

Projected Safety Impact

Based on a comprehensive review of the state's six core data systems by the TRCC and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Use of Technology to Disseminate Data and Information.

Accessibility to traffic safety-related data is a critical component of the performance-based program planning process conducted by agencies and organizations involved in traffic safety at all jurisdictional levels. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The need to provide readily accessible traffic safety-related data and information to the traffic safety community, as well as the general public, remains a priority of GTSC and the TRCC.

Hence, this countermeasure strategy is designed to improve accessibility to traffic safety data as well as information on new developments in traffic safety and other topics through GTSC's website and ITSMR's TSSR. A planned activity funded under this strategy is continued support and improvements of the TSSR which provides direct on-line access to the state's crash and ticket data. This planned activity provides access to very current data on crashes and tickets (2011-prelim 2022).

Linkages to Problem Identification, Performance Targets and Funding Allocations

The problem identification task undertaken by the TRCC and its member agencies showed that accessibility to data, particularly very recent data, was an opportunity for improvement associated with each of the six core data systems. The one planned activity under this countermeasure addresses the issue of user accessibility related to the state's crash and citation/adjudication systems. The expansion and upgrade of the TSSR's functionality will enable the general public and researchers alike to obtain the crash and ticket data needed to develop and assess traffic safety initiatives.

Rationale for Selection

Because the state's traffic safety community needs access to traffic safety data in its efforts to develop and assess traffic safety initiatives, the TRCC and its member agencies agreed that continuing to fund the expansion and use of the TSSR is a critical component of the state's overall traffic safety program. As a result, the TRCC has allocated FFY 2023 funding to this countermeasure to support this planned activity.

Traffic Safety Statistical Repository (TSSR) **TR-2023-008**

The TSSR gives the public and the research community direct on-line access to New York State's crash and ticket data. Crash information is extracted from the NYS DMV AIS on a monthly basis. Currently, the TSSR provides access to the finalized crash data for the years 2011-2020 and the preliminary crash data for 2021 and 2022. Updated monthly, the 2021 crash data are expected to be finalized in September 2022. The data are presented in both tabular and graphical formats. Ticket data are extracted from the TSLED and AA ticket systems, and the NYPD ticket system. Currently, the TSSR provides access to the finalized ticket data for the years 2011-2020 and preliminary data for 2021. The ticket data are updated quarterly.

The project will continue to provide to New York's highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current system, updating preliminary crash data and ticket data, software upgrades, enhancements and training. To make the resource-intensive SAS environment more scalable and stable for the users who rely on the TSSR, and to increase system availability, additional hardware and associated licenses will be installed and configured.

Intended Subrecipient: Statewide not-for-profit organization

Strategy TR-4: Statewide Coordination of Traffic Records Systems Improvements

GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Implementation of the FFY 2023 *Traffic Safety Information Systems Strategic Plan* will begin upon approval of New York's application for FFY 2023 Section 405c funds.

Projected Safety Impact

Based on a comprehensive review of the state's six core data systems by the TRCC and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Statewide Coordination of Traffic Records System Improvements.

An effective and efficient traffic records program requires the coordination and administration of all traffic records-related activities in New York State. In recognition of the importance of these coordination and

administration tasks, GTSC has appointed an ITSMR staff member to serve as the state's Traffic Safety Information Systems (TSIS) Coordinator. The responsibilities of the TSIS Coordinator include 1) scheduling, setting the agenda and facilitating meetings of the TRCC, 2) preparing the annual *Traffic Safety Information Systems Strategic Plan*, 3) assessing progress in meeting the state's performance measures, 4) serving as the liaison with NHTSA for the Traffic Records Assessments and annual follow-up on recommendations from the assessment and 5) assisting GTSC in meeting any other requirements for the receipt of Section 405c funding. As such, this countermeasure strategy is designed to ensure that New York's traffic records-related activities are carried out in a smooth and coordinated manner.

Linkages to Problem Identification, Performance Targets and Funding Allocations

One of the key outcomes from the program identification task was the awareness that in order to maximize the benefits that could be attained from the synergy generated by the various traffic records-related activities, the activities had to be coordinated and managed by a single entity. As a result, a planned activity specifically designed to provide the statewide coordination and administration of all traffic records-related activities is being conducted under this countermeasure. The GTSC considers this activity to be essential to a successful traffic records improvement program.

Rationale for Selection

Recognizing the importance of coordinating the state's myriad of traffic records-related activities, the GTSC will continue to fund the coordination and administration of these activities. Funding such a coordination effort will support the state's efforts to further improve its traffic records systems by providing a systematic method to identify duplicative efforts and gaps in the collection of data; reduce data collection costs; improve data accuracy, completeness and uniformity; and provide better access and linkages to facilitate decision-making for highway safety managers in New York State.

Traffic Records Program Coordination **TR-2023-009**

Funding will be provided for the coordination and administration of traffic records-related activities in New York State. At GTSC's request, a member of the ITSMR staff serves as the TSIS Coordinator. The coordinator's responsibilities include scheduling, setting the agenda and facilitating meetings of the TRCC; preparing the annual *Traffic Safety Information Systems Strategic Plan*; identifying and assessing progress in meeting the state's performance measures; serving as the liaison with NHTSA for the Traffic Records Assessment and annual follow-up on recommendations from the assessment, as well as assisting GTSC in meeting any other requirements for the receipt of Section 405c funding.

Intended Subrecipients: State and statewide not-for-profit agency

Strategy TR-5: Research and Evaluation

Projected Safety Impact

Based on a comprehensive review of the state's six core data systems by the TRCC and its member agencies, New York has identified five strategies that collectively will enable the state to improve it traffic records systems and meet the performance targets set for 2023. Research and Evaluation is one of those strategies. 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. Conducting research requires access to timely, accurate and

complete data and oftentimes requires data from different sources to be integrated for analysis purposes. To obtain such data, it is imperative that New York's traffic records systems undertake initiatives that continually seek to provide the most up-to-date, accurate and complete data possible and that it be readily accessible to researchers, as well as the general traffic safety community.

Under this countermeasure strategy, planned activities will support the collection and analyses of data related to various areas of traffic safety. Such projects would involve extracting, compiling and analyzing data from the state's large database systems, including DMV's crash, citation/adjudication and driver license databases and NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by DMV and GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding

Linkages to Problem Identification, Performance Targets and Funding Allocations

A finding from the problem identification task undertaken by the TRCC with regard to New York's traffic records program was the effect that the six core systems have on the ability to conduct research and evaluation initiatives on traffic safety issues. It was found that research efforts aided in the identification of system limitations and opportunities for system improvements. Since the GTSC considers the benefit from this outcome of research and evaluations activities to be essential to a successful traffic records improvement program, selected research and evaluation activities will be supported under this countermeasure strategy.

Rationale

In acknowledging the importance of research and evaluation activities not only to the state's overall traffic safety program but also in its efforts to improve the state's traffic records systems, the GTSC will continue to fund research and evaluation activities under this countermeasure strategy. It is expected that the funding of such activities will contribute to the overall improvement of the state's traffic records systems and aid in the state attaining the traffic records performance targets set for 2023.

Research, Evaluation and Analytical Support for Traffic Safety in NYS **TR-2023-010**

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.

Projects that support the collection and analyses of data related to various areas of traffic safety will also be supported. Such projects would involve extracting, compiling and analyzing data from the state's large database systems, including DMV's crash, citation/adjudication and driver license databases and NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by DMV and GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding.

Intended Subrecipients: State and statewide not-for-profit agencies

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.

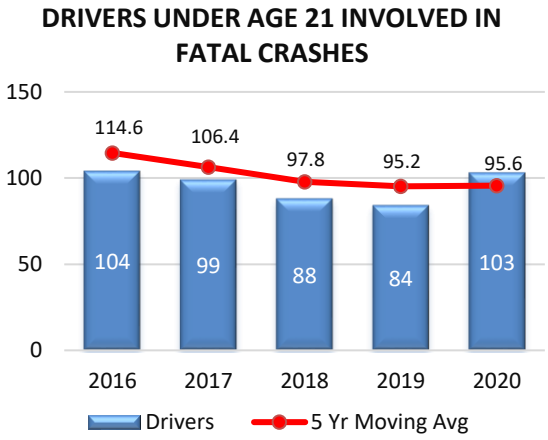
The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively Community Traffic Safety Programs that are funded contribute to the achievement of the statewide and program area performance targets set in the HSSP.

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 assist in achieving the performance goals established in the HSSP include: County Traffic Safety Boards; NYS Department of Motor Vehicles (NYSDMV); NYS Department of Health (NYSDOH); NYS Education Department (NYSED); NYS Department of Transportation (NYSDOT); New York State Sheriffs' Association; New York State Police; NYS Association of Chiefs of Police; Safe Kids Coalitions; American Automobile Association (AAA); National Safety Council; Ford Foundation; NY Association of Pupil Transportation; Operation Lifesaver, Inc., and U.S. Department of Veterans Affairs.

Performance Report

Number of drivers age 20 or younger involved in fatal crashes

The core outcome measure for tracking progress in the Community Traffic Safety Program is the number of drivers under age 21 involved in fatal crashes. The five-year moving average number of these drivers had a downward trend from 2016 to 2019. However, due to a 23% increase in these drivers in 2020, the five-year moving average number of these drivers increased slightly between 2019 and 2020, from 95.2 to 95.6, indicating a lack of progress toward the target of 93.9 set for 2018-2022.



Source: FARS

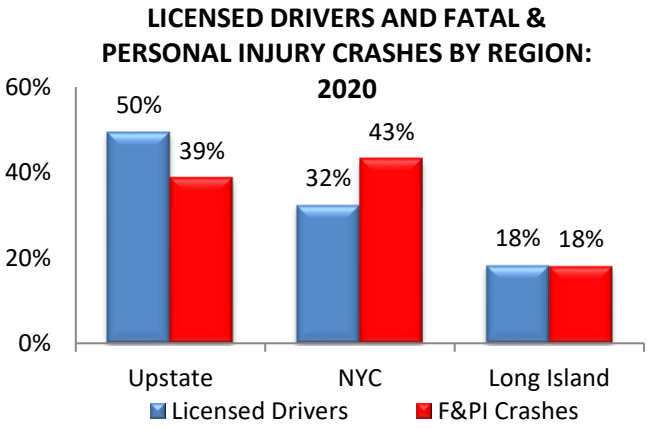
Problem Identification

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 activities 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 2020, 39% of fatal and personal injury crashes occurred in the Upstate region, and 43% occurred in New York City. The remaining 18% happened on Long Island.

Compared to the proportion of licensed drivers in each of the regions, New York City is overrepresented in fatal and personal injury crashes (43% of the F & PI crashes vs. 32% of the licensed drivers) while the Upstate region is underrepresented.



Sources: NYS AIS / TSSR and Driver License File

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 county crash summary reports that can be accessed through the Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research, are available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2020 population and licensed driver data for New York State and each county within the state, as well as 2020 data on fatal and personal injury crashes and the numbers of pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes by comparing the proportion of the state's population and licensed drivers that reside in the county with the proportions of the different types of crashes that occur in the county. For example, Kings County accounts for 13% of the state's population and 9% of the state's licensed drivers; however, 24% of the state's pedestrian crashes and 27% of the bicycle crashes in 2020 occurred in that county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2020												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
NEW YORK STATE	**19,336,776**		**12,300,196**		**91,272**		**10,699**		**6,307**		**4,728**	
County	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Albany	303,654	1.6%	216,837	1.8%	1,555	1.7%	127	1.2%	62	1.0%	118	2.5%
Allegany	45,587	0.2%	31,633	0.3%	149	0.2%	7	0.1%	2	< 0.1%	11	0.2%
Broome	189,420	1.0%	135,764	1.1%	736	0.8%	47	0.4%	34	0.5%	74	1.6%
Cattaraugus	75,863	0.4%	54,396	0.4%	268	0.3%	7	0.1%	12	0.2%	21	0.4%
Cayuga	76,029	0.4%	52,699	0.4%	298	0.3%	15	0.1%	7	0.1%	19	0.4%
Chautauqua	126,032	0.7%	89,996	0.7%	489	0.5%	29	0.3%	8	0.1%	43	0.9%
Chemung	82,622	0.4%	59,850	0.5%	303	0.3%	26	0.2%	16	0.3%	32	0.7%
Chenango	46,730	0.2%	36,390	0.3%	195	0.2%	8	0.1%	5	0.1%	15	0.3%
Clinton	79,778	0.4%	58,045	0.5%	185	0.2%	8	0.1%	8	0.1%	13	0.3%
Columbia	59,534	0.3%	48,443	0.4%	271	0.3%	11	0.1%	13	0.2%	24	0.5%
Cortland	47,173	0.2%	31,616	0.3%	233	0.3%	8	0.1%	7	0.1%	21	0.4%
Delaware	43,938	0.2%	33,353	0.3%	140	0.2%	3	< 0.1%	2	< 0.1%	18	0.4%
Dutchess	293,293	1.5%	224,512	1.8%	1,310	1.4%	69	0.6%	47	0.7%	92	1.9%
Erie	917,241	4.7%	669,230	5.4%	5,182	5.7%	341	3.2%	200	3.2%	234	4.9%
Essex	36,891	0.2%	27,319	0.2%	118	0.1%	4	< 0.1%	3	< 0.1%	18	0.4%
Franklin	49,965	0.3%	33,881	0.3%	143	0.2%	6	0.1%	7	0.1%	20	0.4%
Fulton	52,812	0.3%	38,509	0.3%	180	0.2%	5	< 0.1%	3	< 0.1%	23	0.5%
Genesee	56,994	0.3%	43,394	0.4%	263	0.3%	13	0.1%	13	0.2%	25	0.5%
Greene	47,177	0.2%	37,885	0.3%	203	0.2%	5	< 0.1%	0	0.0%	34	0.7%
Hamilton	4,345	< 0.1%	4,383	< 0.1%	29	< 0.1%	2	< 0.1%	0	0.0%	8	0.2%
Herkimer	60,945	0.3%	43,577	0.4%	152	0.2%	13	0.1%	4	0.1%	14	0.3%
Jefferson	108,095	0.6%	73,467	0.6%	369	0.4%	26	0.2%	14	0.2%	22	0.5%
Lewis	26,187	0.1%	18,348	0.1%	81	0.1%	2	< 0.1%	2	< 0.1%	10	0.2%
Livingston	62,398	0.3%	44,723	0.4%	193	0.2%	6	0.1%	2	< 0.1%	21	0.4%
Madison	70,478	0.4%	49,325	0.4%	213	0.2%	15	0.1%	4	0.1%	24	0.5%
Monroe	740,900	3.8%	532,033	4.3%	3,395	3.7%	228	2.1%	180	2.9%	210	4.4%
Montgomery	49,170	0.3%	36,079	0.3%	189	0.2%	8	0.1%	2	< 0.1%	18	0.4%
Nassau	1,351,334	7.0%	1,065,245	8.7%	8,006	8.8%	574	5.4%	336	5.3%	269	5.7%
Niagara	208,396	1.1%	158,633	1.3%	956	1.0%	69	0.6%	42	0.7%	72	1.5%
Oneida	227,346	1.2%	158,984	1.3%	865	0.9%	57	0.5%	24	0.4%	62	1.3%
Onondaga	459,214	2.4%	331,733	2.7%	2,116	2.3%	168	1.6%	94	1.5%	129	2.7%
Ontario	110,091	0.6%	85,778	0.7%	478	0.5%	20	0.2%	11	0.2%	44	0.9%

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
Orange	385,234	2.0%	272,578	2.2%	1,896	2.1%	94	0.9%	39	0.6%	149	3.2%
Orleans	39,978	0.2%	28,461	0.2%	116	0.1%	8	0.1%	2	< 0.1%	17	0.4%
Oswego	116,346	0.6%	84,556	0.7%	389	0.4%	26	0.2%	10	0.2%	41	0.9%
Otsego	58,701	0.3%	42,126	0.3%	210	0.2%	6	0.1%	2	< 0.1%	16	0.3%
Putnam	98,532	0.5%	82,246	0.7%	404	0.4%	11	0.1%	8	0.1%	36	0.8%
Rensselaer	158,108	0.8%	117,290	1.0%	531	0.6%	36	0.3%	22	0.3%	52	1.1%
Rockland	326,225	1.7%	224,690	1.8%	1,507	1.7%	103	1.0%	71	1.1%	72	1.5%
St. Lawrence	107,185	0.6%	72,040	0.6%	300	0.3%	17	0.2%	10	0.2%	47	1.0%
Saratoga	230,298	1.2%	189,357	1.5%	789	0.9%	41	0.4%	26	0.4%	81	1.7%
Schenectady	155,358	0.8%	114,149	0.9%	730	0.8%	49	0.5%	41	0.7%	41	0.9%
Schoharie	31,132	0.2%	22,402	0.2%	134	0.1%	1	< 0.1%	1	< 0.1%	13	0.3%
Schuyler	17,685	0.1%	14,247	0.1%	90	0.1%	1	< 0.1%	1	< 0.1%	12	0.3%
Seneca	33,991	0.2%	23,505	0.2%	122	0.1%	5	< 0.1%	3	< 0.1%	7	0.1%
Steuben	94,657	0.5%	70,488	0.6%	347	0.4%	11	0.1%	12	0.2%	38	0.8%
Suffolk	1,474,273	7.6%	1,181,772	9.6%	8,441	9.2%	381	3.6%	317	5.0%	366	7.7%
Sullivan	75,802	0.4%	55,662	0.5%	311	0.3%	14	0.1%	8	0.1%	38	0.8%
Tioga	47,904	0.2%	38,049	0.3%	165	0.2%	11	0.1%	2	< 0.1%	14	0.3%
Tompkins	101,058	0.5%	64,983	0.5%	312	0.3%	27	0.3%	16	0.3%	24	0.5%
Ulster	177,716	0.9%	139,184	1.1%	842	0.9%	33	0.3%	20	0.3%	98	2.1%
Warren	63,756	0.3%	53,324	0.4%	270	0.3%	12	0.1%	15	0.2%	38	0.8%
Washington	60,606	0.3%	43,959	0.4%	191	0.2%	8	0.1%	2	< 0.1%	16	0.3%
Wayne	89,339	0.5%	69,638	0.6%	291	0.3%	18	0.2%	7	0.1%	31	0.7%
Westchester	965,802	5.0%	704,283	5.7%	3,943	4.3%	360	3.4%	125	2.0%	177	3.7%
Wyoming	39,465	0.2%	29,200	0.2%	142	0.2%	3	< 0.1%	3	< 0.1%	16	0.3%
Yates	24,780	0.1%	16,025	0.1%	81	0.1%	3	< 0.1%	3	< 0.1%	9	0.2%
N Y C												
Bronx	1,401,142	7.2%	506,572	4.1%	7,894	8.6%	1,561	14.6%	625	9.9%	286	6.0%
Kings	2,538,934	13.1%	1,113,238	9.1%	12,664	13.9%	2,517	23.5%	1,678	26.6%	474	10.0%
New York	1,611,989	8.3%	800,623	6.5%	5,663	6.2%	1,422	13.3%	1,085	17.2%	258	5.5%
Queens	2,225,821	11.5%	1,230,058	10.0%	11,506	12.6%	1,742	16.3%	915	14.5%	422	8.9%
Richmond	475,327	2.5%	321,869	2.6%	1,727	1.9%	251	2.3%	74	1.2%	81	1.7%

Sources: U.S. Census Bureau, NYS Driver License File and NYS AIS/TSSR

**Includes Fatal, Personal Injury and Property Damage crashes*

Driver Age Groups

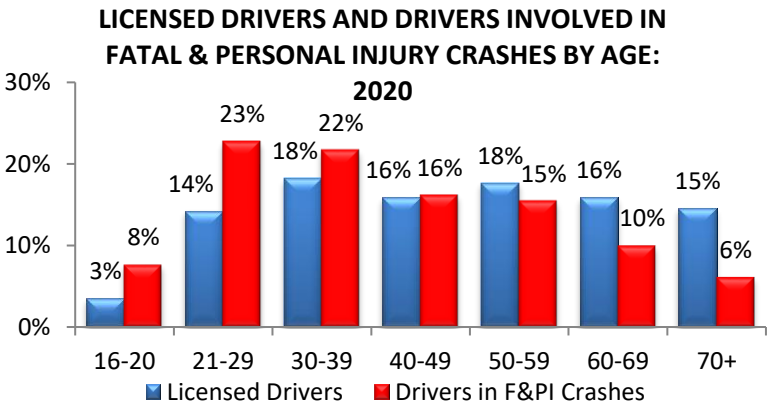
Analyses of the demographic characteristics of the drivers involved in crashes are important in determining which age groups are most at risk. As the chart shows, drivers in the younger age groups are overrepresented in fatal and personal injury (F&PI) crashes in New York State.

Young Drivers

Young drivers, in particular, are at risk of being involved in a crash. In 2020, drivers under 21 years of age were involved in 8% of the fatal and personal injury crashes but accounted for 3% of the licensed drivers. In addition, drivers ages 21-29 were involved in 23% of the F&PI crashes but accounted for only 14% of the licensed drivers.

Older Drivers

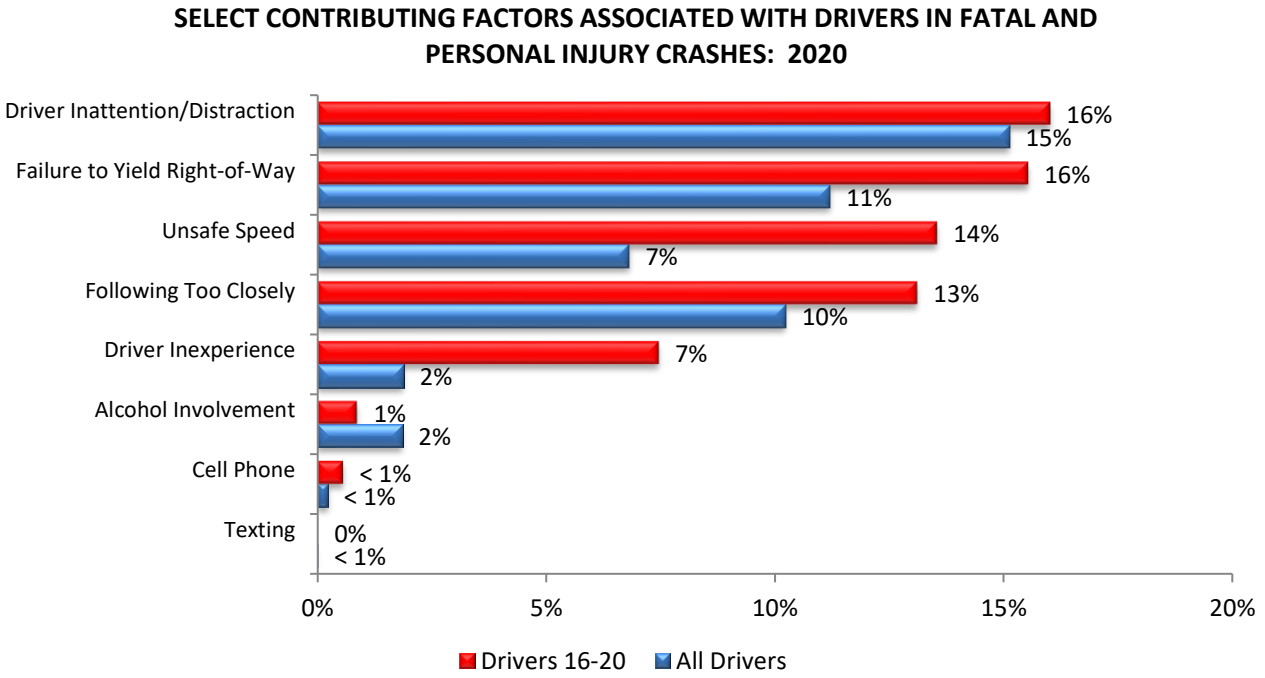
Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 31% of the licensed drivers but are involved in only 16% of the F&PI crashes. However, research conducted by AAA comparing the crash rates per vehicle miles driven for different age groups found that drivers age 80 and over had the highest driver death rate (3.85 drivers killed per 100M VMT) of any age group. (Tefft, B.C. [2017]. Rates of Motor Vehicle Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. *AAA Foundation for Traffic Safety.*) AAA also reports that, despite the safe driving habits of senior drivers, those who are involved in crashes are more likely to be killed or injured than younger drivers due to age-related fragility *(https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/).*



Source: NYS AIS/TSSR and Driver License File

Contributing Factors: Drivers Under 21 Compared to All Drivers

Drivers of all ages are most likely to have Driver Inattention/Distraction reported as a contributing factor in fatal and personal injury crashes. When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are much more likely to have Failure to Yield the Right-of-Way, Unsafe Speed, Following Too Closely and Driver Inexperience reported as contributing factors.



Source: NYS AIS/TSSR

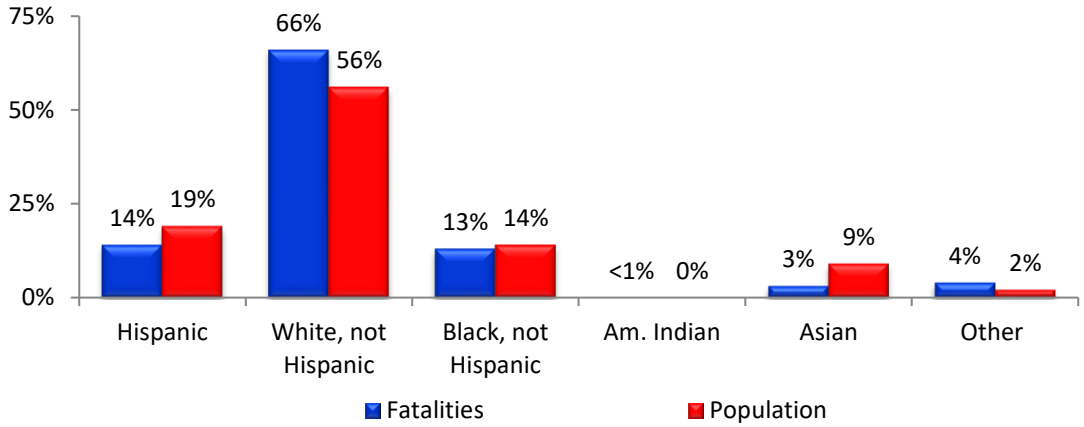
Minority and Other Underserved Populations

The U.S. Census Bureau projects that the nation's population will continue to become more racially and ethnically diverse over the next several decades. Between 2010 and 2020, the Hispanic population in New York State increased from 18% to 20%. Among the groups reported as not Hispanic, the Asian population increased from 7% to 9% of the state's population and the White population declined from 58% to 52%. The Black or African American population remained steady at 14%. The state's American Indian and Alaska Native population remained constant at less than one percent (0.3%) of the state's population in 2010 and 2020. Other groups, including two or more races and some other race, accounted for 2% in 2010 and 5% in 2020. As the nation's population and the population of New York State become more diverse, it is important to foster equity in traffic safety through increased engagement with the state's underserved populations.

Because information on race and ethnicity is not captured on New York's police crash reports, the FARS data system was queried to extract the race and ethnicity data collected from coroners' reports for the traffic fatalities that occurred in the state from 2015 to 2019, the most recent data available. Of the 5,078 fatalities that occurred during this five-year period, race/ethnicity information was reported for 3,625 (71%). The fatalities for which race/ethnicity information was not available were excluded from the following analyses.

The chart below presents a comparison of the 2019 population estimates for New York State by race/ethnicity and the breakdown of fatalities for 2015-2019 by race/ethnicity from the FARS file.

NYS RACE/ETHNICITY POPULATION ESTIMATES AND FATALITIES IN TRAFFIC CRASHES WITH KNOWN RACE/ETHNICITY: 2015-2019

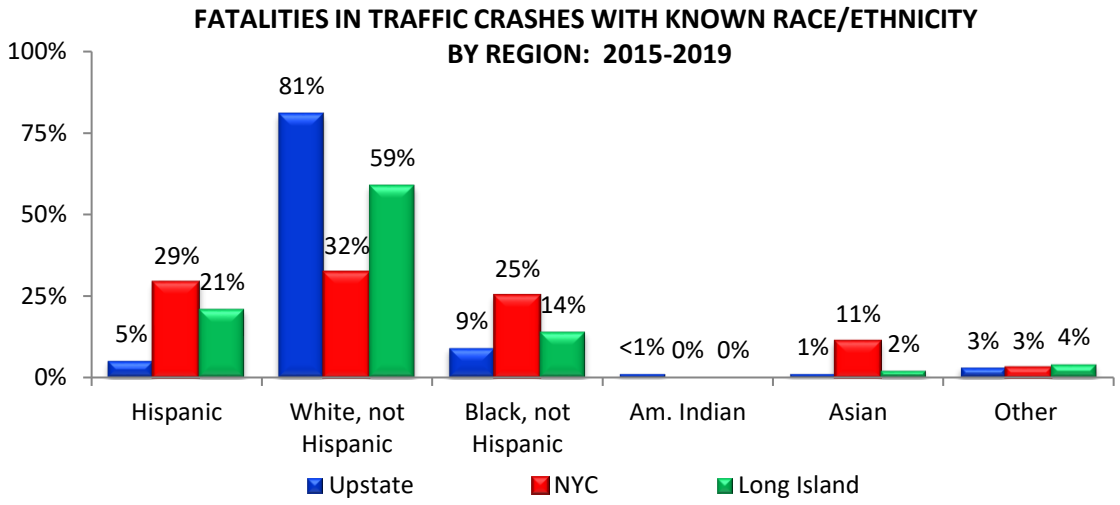


Source: FARS, U.S. Census

Analyses by Region

Further analyses were conducted to determine how the fatalities involving different racial and ethnic groups are distributed among the major regions of the state and the involvement of different populations in specific types of fatalities.

For those fatalities with race/ethnicity reported, 54% occurred in the Upstate region, 18% in New York City and 28% on Long Island. The chart below indicates the distribution of fatalities by race/ethnicity in each region.

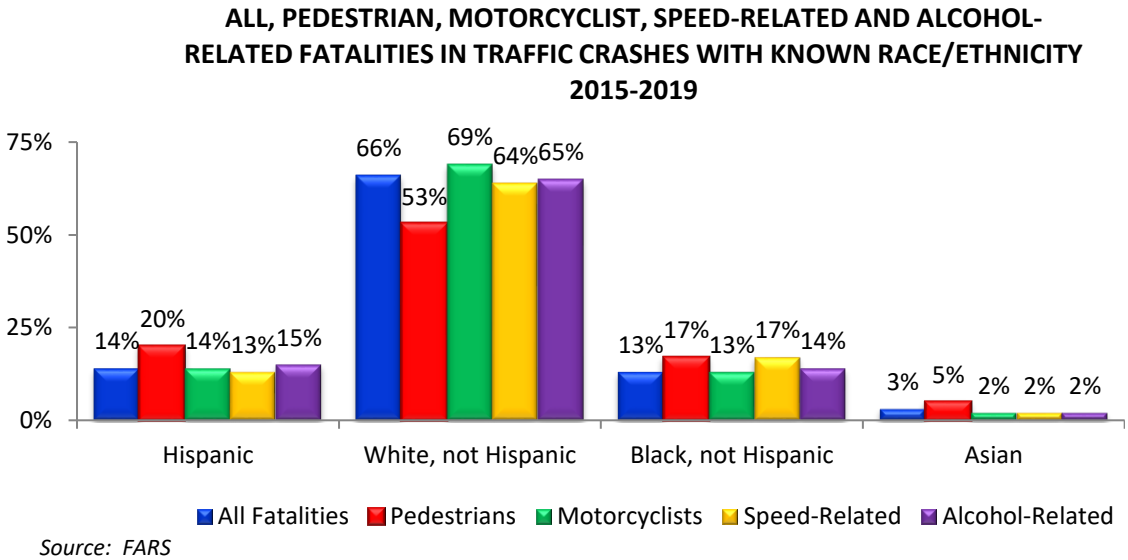


Source: FARS

- 81% of the fatalities that occurred Upstate were White, compared to 59% on Long Island and 32% in NYC.
- 29% of the fatalities in NYC and 21% on Long Island were Hispanic, compared to only 5% Upstate.
- New York City had the largest proportion of fatalities who were Black (25%), compared to 14% for Long Island and 9% Upstate.
- 11% of the fatalities in NYC were Asian compared to only 2% on Long Island and 1% Upstate.

Analyses by Fatality Type

A final set of analyses looked at the involvement of select racial and ethnic groups in all fatalities, pedestrian fatalities, motorcyclist fatalities, fatalities in speed-related crashes and fatalities in alcohol-related crashes. American Indian fatalities and persons from racial and ethnic groups that were combined into the "Other" category were not included in the chart above because of the small numbers. Therefore, the proportions do not equal 100%.



Source: FARS

- The representation of the different racial and ethnic groups in motorcyclist fatalities and fatalities in speed-related and alcohol-related crashes were fairly consistent.

- Hispanics comprised 13%-15% of the motorcyclist, speed-related and alcohol-related fatalities, Whites comprised 64%-69% and Asians consistently accounted for 2%.
- Pedestrian fatalities showed the greatest deviations from this pattern; while Whites accounted for 66% of all fatalities only 53% of the pedestrian fatalities were in this racial/ethnic group.
- Hispanics, Blacks and Asians all accounted for a somewhat larger proportion of the pedestrian fatalities than would have been expected based on their representation in all fatalities; 20% of the pedestrian fatalities were Hispanic; 17% were Black and 5% were Asian.

These analyses provide important information on the involvement of underserved populations in traffic fatalities in New York State and should be expanded to gain further insights.

The racial and ethnic makeup of the individual counties in the state vary widely. Local communities applying for grant funding can find facts by county regarding race and ethnicity at the Census Bureau's website (https://www.census.gov/library/visualizations/interactive/race-and-ethnicity-in-the-united-state-2010-and-2020-census.html). In addition, NYSDOH has provided county-specific data on motor vehicle deaths and hospitalizations by race/ethnicity (https://health.ny.gov/statistics/prevention/injury_prevention/county_reports.htm). These data can be used to help identify racial and ethnic groups that are underserved and/or overrepresented in traffic fatalities and injuries within counties, and to plan activities that help eliminate disparities in those who are getting killed or injured.

In 2021, GTSC invited traffic safety partners to participate in one of two virtual town hall meetings that were organized to discuss opportunities to contribute to the FFY 2022 HSSP. The focus was on creating opportunities to engage with and gather input from the state's underrepresented and underserved communities. GTSC also reached out to 400 not-for-profits to share information about grant opportunities. Re-establishing or making new connections with community-based organizations will improve the coordination, communication and involvement needed for law enforcement, public information and education as well as stakeholder recruitment efforts that will be included in the HSSP. These efforts have resulted in the development of the NYS Equity, Inclusion and Engagement Group to support equitable outreach efforts.

While there is a long list of public engagement opportunities, GTSC wants to create opportunities to engage with those groups that may be most impacted by serious injuries and fatalities due to motor vehicle crashes. It is critical to hear from the state's diverse communities as GTSC moves toward the development of a more inclusive HSSP. The shared goals for traffic safety should be established with input from a broad spectrum of public, private, educational, service provider, faith-based, ethnically diverse, gender neutral, ability-challenged, socio-economic and racially diverse groups to encourage collaboration and promote inclusivity. The ultimate goal is to energize local community leaders and educate them on how GTSC and its partners can work to address traffic safety equity concerns in those underserved communities.

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 Community Traffic Safety Programs. Examples of activities that will be considered for funding are listed under each strategy.

Strategy CP-1: 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 HSSP.

Projected Safety Impact

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 New York's highway safety program. Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. 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 HSSP.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The planned activities under the Community-Based Highway Safety Programs countermeasure strategy require that local agencies conduct a problem identification process to document the traffic safety issues in their local area. Various data sources are available for use by local agencies in conducting their problem identification. The problem identification section for the Community Traffic Safety Program includes a table that provides key county data for analysis in assessing traffic safety priorities, including the number of fatal and personal injury crashes and the numbers of pedestrian, bicycle and motorcycle crashes. In addition to the number of crashes, the proportion of the total number of crashes that occurs in each county is also provided as well as the number of licensed drivers and population data for each county. By requiring that local agency funding applications must be supported by data, New York has developed a cohesive set of strategies and planned activities at both the state and local level that collectively will result in progress toward the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for all the performance measures identified above. Sufficient funds have been allocated to effectively implement the planned activities under the Community-Based Highway Safety Program countermeasure strategy.

Rationale for Selection

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 data-driven, 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 to ensure that these local programs collectively contribute to the achievement of the performance goals for the statewide highway safety program.

Community-Based Programs to Improve Traffic Safety CP-2023-001

Local agencies including police, transportation and health departments and non-profit organizations, such as county traffic safety boards and other community-based organizations that develop traffic safety programs at the local level, will be considered for funding under this planned activity. For example, county traffic safety boards that have developed programs tailored to the traffic safety needs of their counties will be supported. Driving in the Safe Lane, a program developed by the Community Parent Center in Nassau County, is also an example of a successful community-based program. The workshop educates teens and parents about driving risks such as inexperience, distractions, failure to wear a seat belt and impairment, as well as the state's Graduated Driver Licensing Laws.

Intended Subrecipients: Local and not-for-profit agencies

Roadway Safety Improvements **CP-2023-002**

The identification of high-crash locations and roadway-related crash information is important for the development of data-driven roadway improvement solutions. GTSC will support these efforts and others that contribute to improving the roadway environment. Roadway improvements implemented on a statewide basis will be given priority. Efforts to raise awareness, provide education or conduct training on topics such as work zone safety, traffic incident management (TIM), emergency traffic control and scene management will be supported. GTSC will also provide support for the presentation of a TIMposium involving the appropriate partners and stakeholders. Crash reconstruction training to identify potential factors involved in crashes, including roadway factors, will also be considered for funding, as well as materials and equipment to support roadway safety.

Intended Subrecipients: State, local and statewide not-for-profit agencies

Strategy CP-2: Statewide Implementation of Traffic Safety Initiatives

GTSC will continue to encourage and provide resources and administrative support for the development of traffic safety initiatives by state agencies and not-for-profit organizations for implementation by local organizations and programs or to enhance ongoing local program efforts. 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 become more effective program managers.

Projected Safety Impact

Community Traffic Safety Programs are an important conduit for the statewide implementation of traffic safety initiatives. This countermeasure strategy focuses on providing support for the development of traffic safety initiatives by state agencies and not-for-profit organizations that can then be implemented by local organizations or used to enhance ongoing local program efforts. 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 become more effective program managers. 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. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Linkages to Problem Identification, Performance Targets and Funding Allocations

A data-driven approach is used in identifying the traffic safety initiatives that are supported for implementation at the local level or to enhance local programs that already exist. The topics that are the focus of these programs may not have been identified as a particular issue at the local level but would be important to cover in any comprehensive traffic safety program, for example, the topic of drowsy driving. Another example is expansion of the speaker's bureau to include more diverse speakers. GTSC, as well as local traffic safety programs, can request that speakers present on a number of different traffic safety topics. These programs serve to enhance the quality, equitable outreach and comprehensiveness of local traffic safety programs as well as introduce important new information on traffic safety topics that they might not otherwise be exposed to.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above. Sufficient funds are available for the effective implementation of this countermeasure strategy and the accompanying planned activities.

Rationale for Selection

Community Traffic Safety Programs are an important conduit for the statewide dissemination of information and the implementation of traffic safety initiatives at the local level. 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.

State Level Initiatives to Support Local Traffic Safety Programs CP-2023-003

Programs undertaken by state agencies and not-for-profits to support and enhance the implementation of community-based traffic safety programs will be eligible for funding. One example is the National Safety Council's Survivor Advocate Speaker Network whose speakers, at the request of local traffic safety programs, are available to provide education and outreach to traffic safety stakeholders and high-risk populations, at traffic safety conferences, schools and victim impact panels. Another example of educational programs that can support local traffic safety efforts is the Operation Lifesaver Program that educates the public on rail grade crossing safety.

New York State agencies that provide public information materials, coordination and other support for local programs include GTSC, NYSDOH and NYSDMV. For example, GTSC is working with local wine trail associations and other non-traditional partners to develop and deliver traffic safety messaging in New York's Finger Lakes Region. One initiative is to provide traffic safety tip cards for distribution through local businesses along and around the region's three major wine trails (Cayuga, Seneca and Keuka). The primary purpose of these tip cards is to remind visitors to the area of the importance of safe, responsible consumption of beverages and to raise awareness of the dangers of impaired driving, distracted driving, failure to use a seat belt and other unsafe behaviors.

Another example of a state-level initiative focuses on drowsy driving. In FFY 2023, efforts to address drowsy driving will continue to target younger drivers on college campuses across New York State. Subject matter experts from Students Against Destructive Decisions, SUNY Stony Brook Center for Community Engagement & Leadership Development will work with NYSDOH and victim advocate Jennifer Pearce to engage and educate younger drivers. Targeting the high-risk younger driver population, they will help raise awareness of the dangers of drowsy driving as well as offer an opportunity for peer-to-peer engagement for younger drivers to develop public service announcements (PSAs) about drowsy driving. The winning PSAs will also be shown in Thruway rest stops across the state, in NYSDMV issuing offices as well as be highlighted in social media campaigns in cooperation with our New York State Partnership Against Drowsy Driving.

Pedestrian safety is another key state-level initiative. A dedicated website, www.ny.gov/pedsafety, has been established where educational materials developed by the state are available to assist community leaders, law enforcement, and traffic safety educators with outreach efforts. "See! Be Seen!" branded safety publications, tip cards, NYS Vehicle and Traffic Law pocket guides, public service announcements, and age-appropriate PowerPoint presentations are available for download or hard copy request. Additional campaign materials will be developed by the state in FFY 2023, including a video campaign focused on a commonly cited crash-causing factor in pedestrian-involved crashes, failure to yield.

Intended Subrecipients: State and statewide not-for-profit agencies

Strategy CP-3: Statewide Communications and Outreach

Effective, high-visibility inclusive public information and education (PI&E) 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. In FFY 2023, GTSC will continue to coordinate a comprehensive and coordinated PI&E program for New York State that addresses current traffic safety issues and supports traffic safety programs at the state and local levels.

Projected Safety Impact

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Communications and Outreach countermeasure strategy is to raise public awareness and 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. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination and delivery of a comprehensive PI&E program for New York that addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state.

Linkages to Problem Identification, Performance Targets and Funding Allocations

The planned activities conducted under the data-driven Statewide Communications and Outreach countermeasure strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Rationale for Selection

Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on New York's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

Media Support for Traffic Safety Awareness Campaigns CP-2023-004

Support will be provided for the development and delivery of inclusive traffic safety messaging through a wide variety of channels including radio, television, billboards, print media, streaming (internet-based) programming, and social media networking services such as Facebook, Twitter and Instagram. Examples of the organizations eligible for funding include the NYS Broadcasters Association, the Cable Telecommunications Association of NY, Inc., and outdoor media vendors.

The data-driven approach that New York uses to identify the priority issues to be addressed in the state's highway safety program also guides the decisions on the selection of topics that will receive media support, the identification of target groups, the messages to be delivered and the type of media most appropriate for the delivery of those messages.

In FFY 2023, New York will provide media support at the statewide level to increase public awareness and enhance the effectiveness of enforcement and other strategies undertaken to address the various high-risk groups and unsafe driving priorities that have been identified. These include non-motorized highway users (pedestrians and bicyclists), young drivers, motorcyclists, distracted drivers (cell phone use and texting) and impaired drivers (drug-impaired and alcohol-impaired).

The target audience will be a major factor in determining the message and how it is delivered. For example, television and radio would typically be used to reach a statewide audience with more general messages, while social media may be used for messaging targeting teens and young drivers. The placement of spots during programming on cable television and via streaming networks will be considered to increase the likelihood of reaching unique and diverse segments of the population with targeted messaging. Billboards may also be an appropriate delivery system for relaying messages to passing motorists.

Various forms of media will also be used to promote traffic safety messages in conjunction with special events. For example, a media campaign is used to publicize the national seat belt enforcement mobilization in May each year and to remind motorists to buckle up. Messaging on the dangers of impaired driving also accompanies the high-visibility enforcement and engagement campaigns during holiday periods throughout the year. From May to August each year, messaging promoting motorcycle awareness is conducted in high-risk locations throughout the state. Media will also be used during specific time periods such as messaging on the importance of child restraint use and heatstroke prevention during child passenger safety week in September, drowsy driving messages coinciding with changing the clocks in the spring and the fall, and bicycle and pedestrian safety messaging during the spring and summer months.

The COVID-19 pandemic forced GTSC to develop even more capacity for external media support. GTSC has been developing various live and virtual training and communication programs. Live trainings and workshops for police officers, grant application workshops, and a live chat about the dangers of distracted driving with NFL defensive lineman Harrison Phillips are examples of the first few programs offered by GTSC. In FFY 2023, GTSC will look to build on previous successes and produce even more content of this type.

It is also recognized that new issues may emerge during the year as the result of an unforeseen event or changes in policy or legislation. When appropriate, media support will be provided to disseminate messaging to raise public awareness of these traffic safety issues.

Intended Subrecipients: State and statewide not-for-profit agencies

Strategy CP-4: 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 overrepresented 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 2021 online Driver Behavior survey, drivers under 25 also reported the

highest frequency of texting and driving as well as the highest frequency of driving after using cannabis/marijuana and other drugs.

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. 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.

Projected Safety Impact

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be funded under the Younger Driver Outreach and Education countermeasure strategy. 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 supported. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address this high-risk group, will have an important impact on improving the safety of teen drivers on the state's roadways.

Linkages to Problem Identification, Performance Targets and Funding Allocations

Analyses of the data conducted in conjunction with several of the program areas in the HSSP show that young drivers are consistently overrepresented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, not using safety restraints, drugged driving, driver inattention/ distraction, failure to yield the right-of-way and following too closely. In the 2021 online Driver Behavior survey, drivers under 25 also reported the highest frequencies of texting while driving as well as the highest frequency of driving after using cannabis/marijuana and other drugs. In 2020, 8% of the drivers involved in fatal and personal crashes were under age 21 but only 3% of the licensed drivers were in this age group.

This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on young drivers, will contribute to positive changes in the performance measure, Number of Drivers Age 20 or Younger Involved in Fatal Crashes, and progress toward the performance target that has been set. Sufficient funds have been allocated to effectively implement the planned activities under the Younger Driver Outreach and Education countermeasure strategy.

Rationale for Selection

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of young drivers on New York's roadways.

Outreach & Education to Improve Teen Driver Safety CP-2023-005

Local outreach and education programs that focus on young drivers will be considered for funding. An example of a successful initiative in this area is the Students Against Destructive Decisions (SADD) Statewide Coordinator grant. This grant provides support to the numerous SADD chapters across New York State for the provision of peer-to-peer traffic safety initiatives. Outreach efforts that focus on educating parents on ways to keep teen drivers safe are also eligible for funding. Coalitions and other groups 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.

Intended Subrecipients: State, local, and not-for-profit agencies

Strategy CP-5: Older Driver Outreach and Education

Projected Safety Impact

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Activities that focus on educating and raising awareness among older drivers on traffic safety and the resources available to assist them to continue to operate their vehicles safely will be funded under the Older Driver Outreach and Education countermeasure strategy. 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 will also be supported. GTSC will collaborate with partner organizations to continue to promote the website https://www.ny.gov/safe-driving-tips-older-new-yorkers/older-driver-safety, which provides safety and informational resources for older drivers.

Linkages to Problem Identification, Performance Targets and Funding Allocations

While the data indicate that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group; based on vehicle miles travelled, AAA research indicates that drivers aged 80 and older who are involved in crashes have a higher death rate than drivers in any other age group. AAA also reports that, despite the safe driving habits of senior drivers, those who are involved in crashes are more likely to be killed or injured than younger drivers due to age-related fragility. Because the U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding, this countermeasure strategy and the associated activities will play an important role in improving the safety of older drivers on the state's roadways and will support progress toward the achievement of the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above. Sufficient funds have been allocated to effectively implement the planned activities under the Older Driver Outreach and Education countermeasure strategy.

Rationale for Selection

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of older drivers on New York's roadways.
For supporting research, refer to (Tefft, B.C. [2017]. Rates of Motor Vehicle Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. AAA Foundation for Traffic Safety) and https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/.

While crash data indicate that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers in this age group, AAA reports that senior drivers who are involved in crashes are more likely to be killed or injured than younger drivers due to age-related vulnerabilities. In fact, drivers aged 80 and over have the highest death rate in crashes of any age group. Since New York's population is getting older, improving the safety of this high-risk group must continue to be a priority.

Partnerships, coalitions, and other groups that focus on issues related to older or medically at-risk drivers and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving

population are eligible for funding. GTSC continues its outreach to partner organizations, including local agencies on Aging and Municipal Planning Organizations (MPOs), to increase the number of CarFit Events and provide presentations on the At-Risk Driver Re-Examination process and the proactive steps seniors can take to continue driving safely as long as possible. Other strategies for older driver education and outreach include developing "acceptable language" for use in education and outreach to aging drivers as well as GTSC's social media posts and press release for the American Occupational Therapy Association (AOTA) sponsored Older Driver Safety Week. GTSC is developing draft outreach and messaging in the form of tip cards on the impairment potential of various prescription drugs to be disseminated at pharmacies and other Point of Care (POC) locations with the assistance of the NYS Board of Pharmacies. Additionally, GTSC is currently exploring reinstituting Older/Medically At-Risk Driver Law Enforcement Awareness Training with assistance from our LEL partners. This training would incorporate information on how to best assess a driver's cognitive abilities during roadside engagement, utilizing a cognitive assessment tool developed by the University of California, San Diego's Training, Research and Education for Driving Safety (TREDS) program. As always, GTSC will continue to update and promote the website www.ny.gov/olderdriversafety, which provides safety and informational resources for older drivers.

Improving Traffic Safety for Older Drivers **CP-2023-006**

Under this activity, partner organizations will continue to work with GTSC to raise awareness about programs and services that are available to assist and support older drivers (see collaboration with DOH on POC prescription education detailed above). Funding to support the training of technicians and the delivery of programs for older motorists will also be considered. The GTSC Older Driver Safety Plan, drafted in FFY 2018, continues its evolution as additional strategies and resources to reach this growing age group are discovered and developed.

Intended Subrecipients: State, local and not-for-profit agencies

Strategy CP-6: Outreach to Minority and Other Underserved Populations

Ensuring that inclusive 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 overrepresented minority communities and other underserved populations. Examples of the diverse populations within the state that have been identified for special outreach efforts include refugee groups, Native Americans, the Amish and Mennonite communities, agricultural and rural communities, military veterans, low-income populations 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.

Projected Safety Impact

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on special outreach efforts to raise awareness and provide traffic safety education to high-risk populations will be funded under the Outreach to Minority and Other Underserved Populations strategy. Examples of the diverse populations within the state that have been identified for special outreach efforts include refugee groups, Native Americans, the Amish and Mennonite communities, military veterans and migrant workers. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address the needs of these underserved populations, will have an important impact on improving their safety on New York's roadways.

Linkages to Problem Identification, Performance Targets and Funding Allocations

New York State's crash reports do not capture information on race or ethnicity. However, based on U.S. Census data, it is clear that New York, as well as most of the nation, is becoming more diverse. Local agencies and community organizations have access to county-specific race/ethnicity population information from the Census Bureau as well as county-specific fatality/hospitalization data by race/ethnicity from DOH. Thus they can be aware of the underserved populations within their communities and assess the services that are needed. This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on these high-risk populations, will contribute to progress toward the statewide performance targets in the HSSP.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above. Sufficient funds are available for the effective implementation of this countermeasure strategy and the accompanying planned activities.

Rationale for Selection

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving traffic safety on New York's roadways. Ensuring that inclusive 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.

Equity in Minority and Multicultural Traffic Safety Programs CP-2023-007

GTSC will expand its efforts to identify the diverse communities within the state that are impacted the most by serious injuries and fatalities resulting from motor vehicle crashes and the major contributing factors to those crashes. The creation of opportunities to engage with these underserved groups to seek solutions and improve safety will be a priority for GTSC.

One of these engagement opportunities is a new pilot project created by GTSC in partnership with NHTSA's Region 2 Equity Coordinator that will focus on the needs of underserved communities who are overrepresented in traffic fatalities. GTSC staff and the Equity Coordinator are making concerted outreach efforts to non-traditional partners within New York's Westchester County to seek their participation in the pilot project. These 29 non-profits assist underserved communities within the County, such as Native Americans, Blacks, Hispanics, LGBTQ+, persons with disabilities and the homeless population. A plan has been developed that allows time for trust-building, technical assistance and capacity building. The Equity Coordinator will document the process for replication by other State Highway Safety Offices and NHTSA Regional Offices.

In FFY 2023, GTSC will continue outreach to the state's Amish population, resettlement areas for refugees and the eight federally recognized Indian Nation tribes that are eligible for funding and services from the Bureau of Indian Affairs within New York State. GTSC will meet with representatives involved in traffic safety initiatives to discuss ways to develop and strengthen sustainable relationships with the state's diverse populations. In addition, GTSC will continue to support its partners at the local level who have identified specific traffic safety challenges facing minority, ability challenged and other underserved populations, such as seasonal migrant workers, within their counties. GTSC will continue traffic safety efforts for rural road safety in multiple locations throughout the state and will include the Slow-Moving Vehicle Advisory Board in efforts to identify the key safety issues and provide education and outreach to the Amish and agricultural local road users. In addition, programs such as the Mohawk Valley Resource Center for Refugees' Multi-Cultural Traffic Safety

Program and the Erie County Catholic Health Systems, Inc., which provides child passenger safety outreach to refugee populations, will be eligible for funding under this planned activity.

Intended Subrecipients: State, local and not-for-profit agencies

PLANNING & ADMINISTRATION

Overview

The Governor's Traffic Safety Committee (GTSC) annually processes about 600 grant applications, representing approximately $41 million in funding to state, local and not-for-profit agencies.

GTSC uses an electronic grants management system, eGrants. GTSC has continued to update eGrants to improve efficiency, reduce staff time and improve management of New York's Highway Safety Program.

GTSC is responsible for coordinating and managing New York State's comprehensive highway safety program. 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, 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 surface transportation bill known as the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was signed into law on November 15, 2021. The IIJA includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Programs. The Section 405 program consists of incentive programs in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Alcohol-Ignition Interlock, Distracted Driving, Graduated Driver Licensing, and Non-motorized Safety. States must meet eligibility requirements to receive funding in these areas. Under the IIJA, a single application for funding is required and must be submitted by July 1.

As part of its planning and administration function, GTSC will undertake activities in FFY 2023 to address the following needs and challenges:

- Collect and analyze crash data to identify trends and problem areas that will help direct the assignment of the state's limited resources
- 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
- Deliver programs that are effective in changing the knowledge, attitudes and behaviors of the state's roadway users in reducing traffic crashes, fatalities and injuries
- Review programs and solicit community involvement to ensure equity in use of resources and in outcomes

Strategies

Through the strategies selected for Planning & Administration, 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 provide 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. Activities are listed under each strategy.

Training has been identified as a valuable tool to meet the needs of grantees, partners, and staff. 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 and educational opportunities.

Strategy PM-1: Planning and Administration

Through the planning and administration function, GTSC is responsible for the overall coordination of the state's highway safety program in compliance with the requirements established under the IIJA. The GTSC staff, 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.

Planning and Administration for New York's Highway Safety Program **PM-2023-001**

Major activities are listed below:

- Evaluating funding proposals; administering the federal letter of credit; reviewing, monitoring, auditing, accounting, and vouchering project components
- Analyzing and disseminating new information and technology to the traffic safety community in New York State
- Participating in subcommittees and advisory groups, including, for example, the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; Motorcycle Safety Workgroup; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Traffic Records Coordinating Council; Metropolitan Planning Organizations; Capital District Safe Kids Coalition; and Pedestrian Safety Action Plan Committee
- Participating in preparing New York's Traffic Safety Strategic Plans, including the Highway Safety Strategic Plan (HSSP), which is the principal document used in planning the state's highway safety activities, the NYS Strategic Highway Safety Plan (SHSP), the Commercial Vehicle Safety Plan, and the Traffic Safety Information Systems Strategic Plan
- Conducting an annual driver behavior and attitudinal survey as called for by NHTSA. The traffic safety topics covered in the survey include seat belt use, speeding, impaired driving, and cell phone use and texting.

- Developing a comprehensive and coordinated educational program for New York State, which 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 educational 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.
- Recognizing the value of professional development, GTSC will continue to support participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. Training will be delivered in a variety of formats as appropriate, including conferences, workshops, seminars, classroom settings, podcasts, and webinars.
- Coordinated public education programs for New York State will also continue to address current traffic safety issues and support traffic safety programs at the state and local levels.
- GTSC also supports a variety of 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 National Sleep Foundation, the National Road Safety Foundation, the Greater New York Automobile Dealers' Association, and other not-for-profit groups.

Intended Subrecipient: State Agency