NEW YORK STATE

FFY 2018
HIGHWAY SAFETY STRATEGIC PLAN

New York State
Governor's Traffic Safety Committee

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July 1, 2017

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HIGHWAY SAFETY PROGRAM PLANNING PROCESS

Introduction

The latest federal transportation authorization legislation Fixing America's Surface Transportation (FAST) Act, was enacted on December 4, 2015. The FAST Act, which provides a stable stream of funding for state highway safety programs for the next five years, 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 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 FAST Act, a single application for funding is required and must be submitted by July 1.

In preparing the FFY 2018 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

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

Overview of New York's Planning Process

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 the ongoing as well as the new programs being implemented by their agencies and through partnerships with other departments. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state is incorporated into the HSSP.

The planning process also provides for several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees have the opportunity to provide input for the planning process through monitoring visits and other forms of contact with their designated GTSC representatives. In addition, 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 STOP-DWI Association, NYS Association of Chiefs of Police, NYS Sheriffs' Association and the Association of NYS Metropolitan Planning Organizations.

Local Agencies Program Planning Coordination and Assistance

GTSC also provides guidance and various resources to assist local agencies in the preparation of grant applications. Program representatives are available during site visits or by telephone to work with local grantees. A number of resources are also provided through the GTSC website www.SafeNY.gov.

Traffic safety partners also have a new resource available to assist with the development of effective programs. The new system called the Traffic Safety Statistical Repository (TSSR) was developed by the Institute for Traffic Safety Management and Research (ITSMR) and can be accessed at https://www.itsmr.org/tssr. Users of the TSSR now have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) as well as ticket data from the NYS Department of Motor Vehicles Traffic Safety Law Enforcement and Disposition (TSLED) and Traffic Violations Bureau (TVB) systems and the New York Police Department (NYPD) ticket system.

Currently, users can view reports on motor vehicle crashes that occurred on New York's roadways from 2009 to 2015, as well as preliminary data for 2016 and 2017. Through the use of business intelligence software, the TSSR generates reports on crashes statewide, and at the county and municipality levels. Reports are available for all crashes and for bicycle, motorcycle, pedestrian and large truck crashes. Other reports focus on alcohol-related, drug-related and speed-related crashes. Each report includes several tables that provide more detailed information that can assist in problem identification, planning and developing effective solutions, and assessing the performance of local programs. This information can also support law enforcement efforts by guiding the effective and efficient deployment of resources to reduce traffic crashes.

The addition of ticket data to the TSSR began during the current fiscal year; ticket data is available for 2009 through 2015. Similar to the crash data, a series of statewide and county reports have been developed. The sections of these reports include Tickets for Select Violations, Adjudication Status and Conviction Rates for Select Violations; Impaired Driving Tickets; Impaired Driving Arrests, Adjudication Status and Conviction Rates; Select Violations by Enforcement Agency (County only); Select Violations by Type of Enforcement Agency (County only); and Total Tickets Issued by Type of Enforcement Agency.

Coordination of Data Collection and Information Systems

The coordination of the state's traffic records systems is facilitated through the state's Traffic Records Coordinating Council (TRCC). The TRCC's membership includes all of the New York State agencies that house and maintain data systems related to highway safety. The Deputy Director of ITSMR serves as the Traffic Safety Information Systems (TSIS) Coordinator and is responsible for preparing New York's Traffic Records Strategic Plan 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 Department of Motor Vehicles (DMV). In addition to responding to requests for data

and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file, the Accident Information System (AIS).

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

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

Coordination with New York's Strategic Highway Safety Plan

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 safety planning documents within the states 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, the NYS Department of Transportation (NYSDOT) was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's 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 the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA) and 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.

NYSDOT is again taking the lead in the development and preparation of New York's next SHSP due in August 2017. A comprehensive planning process was implemented throughout the year involving local, state and federal participants representing a wide range of disciplines. Periodic meetings have been held with representatives from NHTSA, FHWA, FMCSA and GTSC to discuss the coordination of the planning documents prepared for the various safety programs administered by the USDOT including the need for consistent performance measures and targets across the safety plans.

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 Strategic Highway Safety Plan (SHSP). FARS is the source for the fatalities and fatality rate measures and New York's Accident Information System (AIS) is the source for the serious injury measure. To ensure

consistency among the various planning documents, the targets proposed for inclusion in the HSSP are discussed and agreed to by NYSDOT, the agency responsible for preparing the HSIP and SHSP for submission to FHWA.

Development of New York's Highway Safety Strategic Plan

The HSSP includes an overview of New York's statewide highway safety program and the priorities identified for FFY 2018. The following program areas are addressed in the HSSP: Impaired Driving; Police Traffic Services; Motorcycle Safety; Pedestrian, Bicycle and Wheel-Sport Safety; Occupant Protection; Traffic Records; Community Traffic Safety Programs and Program Management.

Performance Measures

The 11 core outcome measures and the one core behavioral measure, observed seat belt use recommended by NHTSA and the Governors Highway Safety Association (GHSA) were incorporated into the FFY 2018 HSSP. Performance measures for drugged driving and distracted driving are also included; Fatalities in Drug-Related Crashes was added to the performance measures for the Impaired Driving Program and Fatal and Personal Injury Crashes Involving Texting or Cell Phone Use was added to the performance measures for the Police Traffic Services Program. In addition, several of the program areas include performance measures related to persons injured in crashes.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. Much of the AIS data used in the HSSP were accessed through the TSSR. The AIS is also the source for the new performance measures for drugged driving and distracted driving. At the time the FFY 2018 HSSP was prepared, 2015 FARS Annual Report File (ARF) data and 2015 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; the rate from the 2016 survey was available for inclusion in the FFY 2018 HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication (AA) systems. Final ticket data for 2015 were available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from the New York City Police Department, in addition to the TSLED system.

Data from New York's Driver's License and Vehicle Registration files and population data from the U.S. Census were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2018 HSSP. A final source of data is the survey of drivers conducted each year at Department of Motor Vehicles offices. These surveys are described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. New York has been conducting surveys at five NYS Department of Motor Vehicles offices each year beginning in 2010. The offices were selected to provide representation from the three

main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

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 most recent survey conducted in 2016. Information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys are conducted at each of the five DMV offices. The results from these annual surveys are reported in the Annual Report submitted by GTSC at the end of the fiscal year. Data related to driver opinions, perceptions and reported behaviors collected in these surveys are also used in preparing the annual HSSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's data-driven HSSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS data (2011-2015) 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 2011-2015 data from New York's AIS. For the core behavioral measure, the results from the five most recent observation surveys (2012-2016) were analyzed to determine the trend in the state's seat belt use rate. A five-year moving average was calculated for each of these core measures.

The trend analyses and status of the following core performance measures are discussed in the Statewide Highway Safety Program section: Fatalities, Fatalities/100M 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 Pedestrian, Bicycle and Wheel-Sport 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 in the raw numbers, the primary focus of the analysis strategy was to identify which groups, locations and contributing factors were overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York for inclusion in the HSSP using the template developed by GHSA. For each measure, the five-year moving average (2011-2015) was the baseline used to forecast the target for 2018. For the non-common measures the historical data for the measure was reviewed to determine the appropriate

baseline. If there was a consistent trend in the data the most recent calendar year was used as the baseline. In cases where the data fluctuate and did not follow a consistent trend, a three-year or five-year moving average was used as the baseline. The percentage change targeted for each measure was calculated based on the historical data. In every case, the target that was set was an improvement over previous performance.

Selection of Strategies

The objective of the strategy selection process is to identify 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 target. Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 8th edition, 2015, was one of the main sources consulted to identify evidence-based strategies; references to these strategies are included in the HSSP. A second source was the publication Uniform Guidelines for State Highway Safety Programs compiled by NHTSA in 2006.

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 to list 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 agencies and localities via the NYS Association of Traffic Safety Boards and STOP-DWI. Grant applications are now due to GTSC by May 1.

Project Selection, Negotiation and Award

During the grant application review process, GTSC staff conducts 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 which includes a numeric and qualitative evaluation of its problem identification, operational plan, budget and evaluation component; grantee past performance is also considered. The project review process involves different elements for different program areas; for example, Police Traffic Services proposals are evaluated for the grantee's use of evidence-based enforcement and Child Passenger Safety grants are reviewed for adherence to inventory purchasing guidelines specific to child safety seat inspection services. At a minimum, all project proposals are assessed by a program specialist, financial specialist and the GTSC Director.

The process for the negotiation of project scope, budget and operational timelines also differs among the various program areas and is discussed within the relevant section of the FFY 2018 Highway Safety Strategic Plan.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Approach

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 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 approach has been to develop a comprehensive Evidence-Based Traffic Safety Enforcement Program which encompasses and combines the enforcement efforts that are planned in all program areas included in the state's Highway Safety Strategic Plan (HSSP). The integration of the Evidence-Based Enforcement (E-BE) Plan into the Police Traffic Services grant program is discussed under the PTS program area (see p. 40). Because New York has developed a comprehensive enforcement program, a reference to the HSSP pages where the E-BE is discussed has also been included within each program area that include enforcement strategies that are encompassed by the E-BE. New York's full E-BE was submitted separately and approved by NHTSA in June 2015.

Components of New York's Evidence-Based Enforcement (E-BE) Plan

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 will identify groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring, to guide the development of NYS'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. A new online tool called the Traffic Safety Statistical Repository (TSSR) is now available to assist agencies in conducting problem identification at the local level. Developed by the Institute for Traffic Safety Management and Research (ITSMR), the system can be accessed through ITSMR's website and 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 2009-2015, as well as preliminary data for 2016 and 2017. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Beginning in FFY 2017, statewide and county reports with ticket data for 2009-2015 have been added to 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.

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 Police Traffic Services (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. Examples of proven strategies include targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including broad participation in national seat belt and impaired driving mobilizations, is required. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. 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.

Monitoring and Adjustment of E-BE Plan

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's E-BE plan. Enforcement agencies' deployment strategies are continuously 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.

PERFORMANCE PLAN

The Performance Plan includes the performance measures and data-driven targets set for New York's FFY 2018 Highway Safety Strategic Plan. The table includes the 12 core measures and additional measures and targets developed by the state.

NEW YORK STATE
FFY 2018 HIGHWAY SAFETY STRATEGIC PLAN

PERFORMANCE MEASURES AND TARGETS BY PROGRAM AREA

	STATEWIDE		2011	2012	2013	2014	2015
C-1	**Traffic Fatalities (FARS)**	Annual	1,171	1,180	1,202	1,041	1,121
		5-Year Moving Average	1,220	1,190	1,182	1,159	1,143
	To decrease total fatalities 5 percent from the 2011-2015 calendar base year average of 1,143 to 1,086 by December 31, 2018						
C-2	**Serious Injuries (NYS AIS)**	Annual	12,012	12,163	11,609	10,874	11,077
		5-Year Moving Average	12,796	12,573	12,315	11,892	11,547
	To decrease serious traffic injuries 6 percent from the 2011-2015 calendar base year average of 11,547 to 10,854 by December 31, 2018						
C-3	**Fatalities per 100 Million VMT (FARS/FHWA)**	Annual	0.92	0.92	0.93	0.81	0.88
		5-Year Moving Average	0.92	0.91	0.91	0.90	0.89
	To decrease fatalities/100 million VMT 3 percent from the 2011-2015 calendar base year average of 0.89 to 0.87 by December 31, 2018						
	Rural Fatalities per 100 Million VMT (FARS/FHWA)	Annual	1.63	1.88	1.93	1.25	1.46
		5-Year Moving Average	1.80	1.78	1.79	1.69	1.63
	To decrease rural fatalities/100 million VMT 12 percent from the 2011-2015 calendar base year average of 1.64 to 1.44 by December 31, 2018						
	Urban Fatalities per 100 Million VMT (FARS/FHWA)	Annual	0.67	0.59	0.59	0.66	0.70
		5-Year Moving Average	0.63	0.62	0.61	0.63	0.64
	To decrease urban fatalities/100 million VMT 2 percent from the 2011-2015 calendar base year average of 0.64 to 0.63 by December 31, 2018						
	IMPAIRED DRIVING		2011	2012	2013	2014	2015
C-5	**Alcohol-Impaired Driving Fatalities (FARS)**	Annual	328	340	369	312	311
		5-Year Moving Average	346	338	343	342	332
	To decrease alcohol-impaired driving fatalities 8 percent from the 2011-2015 calendar base year average of 332 to 305 by December 31, 2018						
	Persons Injured in Alcohol-Related Crashes (NYS AIS)	Annual	6,121	6,303	6,091	5,674	5,323
		3-Year Moving Average	6,423	6,254	6,172	6,023	5,696
	To decrease the number of persons injured in alcohol-related crashes 2 percent from 5,323 in 2015 to 5,217 by December 31, 2018						
	Fatalities in Drug-Related Crashes (NYS AIS)	Annual	200	205	208	188	264
		3-Year Moving Average			204	200	220
	To decrease the number of fatalities in drug-related crashes 2 percent from the 2013-2015 calendar base year average of 220 to 216 by December 31, 2018						
	POLICE TRAFFIC SERVICES		2011	2012	2013	2014	2015
C-6	**Speeding-Related Fatalities (FARS)**	Annual	332	363	359	322	343
		5-Year Moving Average	373	362	352	342	344
	To decrease speeding-related fatalities 5 percent from the 2011-2015 calendar base year average of 344 to 327 by December 31, 2018						
	Fatal & PI Crashes Involving Cell Phone Use and Texting (NYS AIS)	Annual	348	413	449	435	436
		3-Year Moving Average	306	254	403	432	440
	To decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2013-2015 calendar base year average of 440 to 431 by December 31, 2018						

	MOTORCYCLE SAFETY		2011	2012	2013	2014	2015
C-7	**Motorcyclist Fatalities (FARS)**	Annual	170	170	170	148	160
		5-Year Moving Average	172	173	170	168	164
	To decrease motorcyclist fatalities 5 percent from the 2011-2015 calendar base year average of 164 to 156 by December 31, 2018						
C-8	**Unhelmeted Motorcyclist Fatalities (FARS)**	Annual	11	15	16	21	14
		5-Year Moving Average	22	20	16	16	15
	To decrease unhelmeted motorcyclist fatalities 10 percent from the 2011-2015 calendar base year average of 15 to 13 by December 31, 2018						
	Motorcyclists Injured in Crashes (NYS AIS)	Annual	4,797	5,337	4,553	4,237	4,208
		3-Year Moving Average	4,799	5,049	4,896	4,709	4,333
	To decrease the number of injured motorcyclists 3 percent from the 2013-2015 calendar base year average of 4,333 to 4,203 by December 31, 2018						
	PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY		2011	2012	2013	2014	2015
C-10	**Pedestrian Fatalities (FARS)**	Annual	287	303	336	264	307
		5-Year Moving Average	294	300	307	299	299
	To reduce pedestrian fatalities 3 percent from the 2011-2015 calendar base year average of 299 to 290 by December 31, 2018						
	Pedestrians Injured in Crashes (NYS AIS)	Annual	15,689	15,607	16,278	14,906	13,413
		3-Year Moving Average	15,700	15,795	15,858	15,597	14,866
	To reduce the number of pedestrians injured in traffic crashes 2 percent from 13,413 in 2015 to 13,145 by December 31, 2018						
C-11	**Bicyclist Fatalities (FARS)**	Annual	57	45	40	46	36
		5-Year Moving Average	43	42	41	45	45
	To reduce bicyclist fatalities 25 percent from the 2011-2015 calendar base year average of 45 to 35 by December 31, 2018						
	Bicyclists Injured In Crashes (NYS AIS)	Annual	5,883	5,929	6,140	5,647	5,300
		3-Year Moving Average	5,782	5,957	5,984	5,905	5,696
	To reduce the number of bicyclists injured in traffic crashes 2 percent from 5,300 in 2015 to 5,194 by December 31, 2018						
	OCCUPANT PROTECTION		2011	2012	2013	2014	2015
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**	Annual	187	206	186	155	171
		5-Year Moving Average	220	206	196	185	181
	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8 percent from the 2011-2015 calendar base year average of 181 to 167 by December 31, 2018						
			2012	2013	2014	2015	2016
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (NYS Annual Survey)**	Annual	90%	91%	91%	92%	92%
		5-Year Moving Average	90%	90%	91%	91%	91%
	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from the 2011-2015 calendar base year average of 91% to 93% by December 31, 2018						
	COMMUNITY TRAFFIC SAFETY PROGRAMS		2011	2012	2013	2014	2015
C-9	**Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**	Annual	128	140	131	97	99
		5-Year Moving Average	170	155	144	128	119
	To decrease drivers age 20 and younger involved in fatal crashes 20 percent from the 2011-2015 calendar base year average of 119 to 95 by December 31, 2018						

Note: New York continuously strives to achieve reductions in fatalities and injuries; therefore, even in cases where a performance measure is trending upward, a realistic target for improvement has been set.

	ACTIVITY MEASURES		2011	2012	2013	2014	2015
	Speeding Tickets	NYS Vehicle & Traffic Law 1180	635,817	620,514	622,310	661,962	694,180
	Seat Belt Tickets	NYS Vehicle & Traffic Law 1229-c	306,586	248,421	229,238	197,986	174,087
	Impaired Driving Arrests	NYS Vehicle & Traffic Law 1192	52,877	51,255	50,805	47,763	44,501

STATEWIDE HIGHWAY SAFETY PROGRAM

Overview

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

Highway Safety Priorities for FFY 2018

The top priorities of the FFY 2018 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified several emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous driving behaviors, including impaired driving, distracted driving and speeding.

GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2018 HSSP:

Impaired Driving

- Continue efforts to identify and implement measures to reduce alcohol impaired and drugged driving in New York. Expand current judicial training for judges and clerks provided by the Judicial Office Liaison to include more on drugged driving in addition to alcohol-impaired driving. Study current oral fluid roadside pilot programs being implemented in NYS and work with the Impaired Driving Advisory Council to recommend state protocols. Implement a training module for police to improve courtroom testimony on impaired driving cases. Work with the Division of Criminal Justice Services and the Municipal Police Training Council to mandate refresher Standardized Field Sobriety Testing training. Continue to implement high visibility enforcement programs throughout New York including NHTSA-mandated mobilizations and the state's impaired driving crackdowns during holiday and other high-risk periods
- Continue to support training programs and the use of new technology to improve the detection and arrest of drugged drivers. In FFY 2018, the Drug Recognition Expert (DRE) tablet application developed by the Institute for Traffic Safety Management and Research will continue to be used by the state's DREs for data collection and uploading drug evaluations. In addition, a query tool

and other tools to facilitate the management and administration of the DRE program in New York will be developed

- Continue to support the 58 STOP-DWI programs by providing program administration oversight and assistance to coordinators in developing and implementing effective local DWI countermeasures. In addition, GTSC will work with the STOP-DWI Association to develop a formula and distribute $1.6 million that was included in the NYS Budget to county programs to reduce impaired driving
- Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- Provide training opportunities for police officers, prosecutors and the judiciary
- Continue public education and awareness campaigns via print, broadcast and cable television, radio and social media outlets

Police Traffic Services

- Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Police Traffic Services grants aimed at dangerous driving behaviors, especially those pertaining to speeding, seat belt use, running red lights and aggressive driving
- Continue to emphasize programs and efforts that address distracted driving, including enforcement of New York's cell phone and texting laws
- Encourage police agencies to adopt police traffic services as an everyday priority using the "traffic enforcement is law enforcement" approach and further expand the Data Driven Approaches to Crime and Safety (DDACTS) model
- Continue to provide training opportunities to law enforcement agencies (Motorcycle, Pedestrian, Commercial Motor Vehicle, etc.)
- Expand existing police traffic services efforts to include a focus on commercial motor vehicle drivers and motorcycle operators who engage in dangerous driving behaviors
- Continue opportunities to partner with federal, state and local agencies to improve commercial vehicle safety efforts
- Continue to work with partner entities to research why there is a trend, statewide and nationally, of decreased traffic safety enforcement and develop strategies to reverse that trend
- Utilize GTSC Law Enforcement Liaisons (LELs) to improve participation from law enforcement entities in traffic enforcement activities
- Hold a Law Enforcement Traffic Safety Forum to re-engage police in traffic safety enforcement
- Implement a Traffic Safety Specialist Certification program in NYS to assist in re-engaging law enforcement

Motorcycle Safety

- Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment and encourage operators to obtain proper license endorsements

- Support efforts to promote Share-the-Road messages and outreach programs to enhance driver awareness of motorcyclists
- Provide training for law enforcement agencies seeking to conduct motorcycle enforcement and educational efforts
- Continue to implement a statewide plan to address motorcycle crashes, injuries and fatalities that includes engineering, enforcement and education solutions
- Hold a motorcycle safety summit for riders and traffic safety professionals

Pedestrian & Bicycle Safety

- Continue to support efforts to improve pedestrian and bicycle safety across the state, and particularly in New York City
- Continue to be an active partner with sister agencies in the deployment of the New York State Pedestrian Safety Action Plan. While the NYS Department of Transportation focuses on engineering solutions and the NYS Department of Health focuses on the educational component, GTSC will work with law enforcement agencies to implement high visibility enforcement activities during two-week periods each June.

Occupant Protection

- Continue active high-visibility enforcement and related public information and education activities to increase seat belt use in New York State. GTSC will continue to work with police agencies to have them adopt seat belt use policies, conduct local seat belt use surveys, raise public awareness and employ enforcement strategies including increased nighttime and multi-agency details.
- Continue to support the National Click It or Ticket Campaign
- Support efforts that address lower seat belt use rates among specific high-risk groups, such as younger drivers and drivers from rural areas, through special enforcement and education programs including, but not limited to, the GTSC “No Empty Chair” and “Coaches Care” campaigns and the initiative to increase belt compliance in counties with lower belt compliance rates utilizing the “Protect Your Melon” campaign
- Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high-risk populations, and increasing training opportunities for technicians

Traffic Records

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

- Build on initiatives that will improve the efficiency and accuracy of the traffic records systems and increase operational efficiency by eliminating duplicative data files maintained by different agencies
- Continue to support the development and expansion of the Internet-based Crash Database for public use known as the Traffic Safety Statistical Repository (TSSR)
- Review and implement, where applicable, the recommendations from the 2016 NHTSA Traffic Records Assessment

Younger/Older Drivers

- Continue to support programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high-risk driving behavior and general safe driving practices
- Identify and recommend driver education standards and programs that can be adopted into curricula used in New York State. The Driver Education Research and Innovation Center (DERIC) workgroup will finalize the remaining training modules and will pilot test the entire curriculum in FFY 2018
- Continue to utilize social media to reach younger drivers with traffic safety messaging
- Continue initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving including the development of a statewide older driver action plan

Public Information & Education

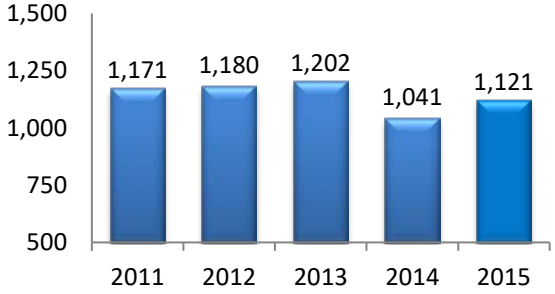
- Continue outreach efforts to bring highway safety programs to diverse and underserved populations in New York State
- Continue to expand the use of PI&E to raise awareness of priority traffic safety issues and educate the public on new laws through partnerships with organizations, such as the NYS Broadcaster's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

Performance Report

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 VMT. The state also relies on data from New York's crash data base, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles to track serious injuries, another core outcome measure for the state's highway safety program.

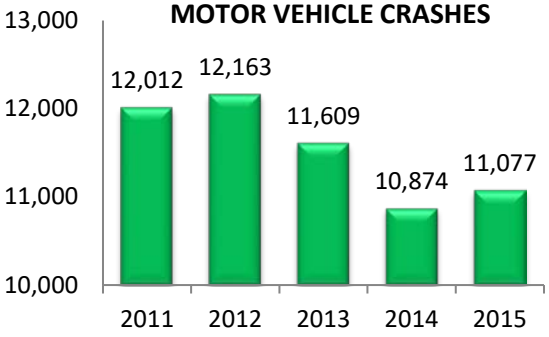
The 2015 FARS data indicate that motor vehicle fatalities in New York declined from 1,202 in 2013 to 1,041 in 2014, a decrease of 13%. Fatalities increased again to 1,121 in 2015; although the number of fatalities remained below the level reached in 2013, the target of 1,026 set for the end of calendar year 2017 may be difficult to reach.

FATALITIES IN MOTOR VEHICLE CRASHES



**Revised based on final 2014 FARS data*
Source: FARS

SERIOUS INJURIES IN MOTOR VEHICLE CRASHES



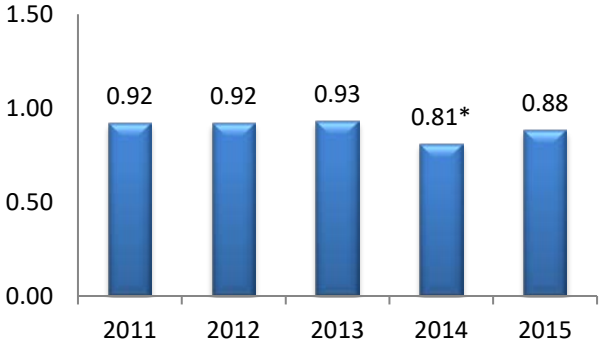
Source: NYS AIS / TSSR

Based on data from New York's AIS, serious injuries in crashes were on a downward trend between 2012 and 2014. In 2015, the number of serious injuries rose to 11,077, a 2% increase over the previous year (10,874). This increase makes it less likely that the reduction target of 10,657 will be reached by December 31, 2017.

As shown in the graphs below, the statewide fatality rate held relatively steady at 0.92-0.93 per 100 million VMT from 2011 to 2013 before dropping to 0.81 in 2014. The subsequent increase to 0.88 in 2015 will make it difficult to reach the target of 0.78 set for 2017.

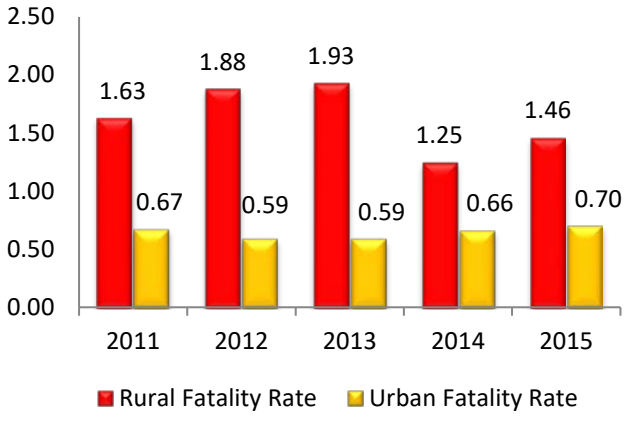
Both the rural and the urban fatality rates increased between 2014 and 2015, from 1.25 to 1.46 and from 0.66 to 0.70, respectively. As a result, neither the rural nor the urban rate made progress toward the targets set for 2017 (1.23 and 0.65, respectively).

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED



**Revised based on final 2014 FARS data*
Source: FARS

RURAL AND URBAN FATALITY RATES PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS

FFY 2018 Performance Targets

- To decrease traffic fatalities 5 percent from the 2011-2015 calendar base year average of 1,143 to 1,086 by December 31, 2018
- To decrease serious traffic injuries 6 percent from the 2011-2015 calendar base year average of 11,547 to 10,854 by December 31, 2018
- To decrease fatalities/100M VMT 3 percent from the 2011-2015 calendar base year average of .89 to 0.87 by December 31, 2018
- To decrease rural fatalities/100M VMT 12 percent from the 2011-2015 calendar base year average of 1.64 to 1.44 by December 31, 2018
- To decrease urban fatalities/100M VMT 2 percent from the 2011-2015 calendar base year average of 0.64 to 0.63 by December 31, 2018

FFY 2018 Performance Measures

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

IMPAIRED DRIVING

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Impaired Driving Program. The estimated highway safety funding budgeted for each impaired driving strategy and project is presented on page 39.

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 DRE program
- The New York State agencies comprising the Governor's Traffic Safety Committee, including the Departments of Motor Vehicles (DMV) and Health (DOH), the State Police, the Division of Criminal Justice Services (DCJS) and its Office of Probation and Correctional Alternatives (OPCA), the State Liquor Authority (SLA) and its Alcohol Beverage Control (ABC) Board, the Office of Court Administration (OCA), the Thruway Authority, the Office of Alcoholism and Substance Abuse Services (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
- Impaired Driver Program (IDP)
- MADD, SADD

A major component of New York's efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred to fund enforcement and other impaired driving programs at the local level. 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 the oversight of the STOP-DWI program, GTSC is also in a position to maximize the opportunities for cooperative efforts that encompass all regions of the state.

In FFY 2018, GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state level 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 Crackdowns will be conducted during several other holiday periods throughout the year.

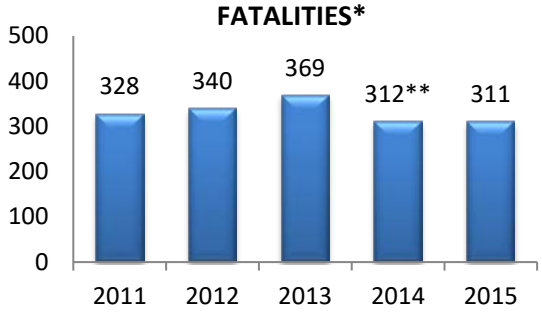
Another important component of New York's efforts to address impaired driving is its participation in the International Drug Evaluation & Classification (DEC) Program. Commonly known in New York as the DRE (Drug Recognition Expert) program, New York has been participating in the program since 1987. Under this program, Drug Recognition Expert (DRE) police officers are trained to observe the signs of drug and/or alcohol impairment. Currently, New York has 239 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 2018, GTSC will continue to promote the DRE program and support its efforts to combat the problem of drug-impaired driving.

In addition to state and local collaboration, an efficient and effective impaired driving program also requires coordination and cooperation within and across all of its components. The Advisory Council on Impaired Driving continues to provide a formal mechanism for discussing and investigating solutions to issues affecting the state's multi-component impaired driving system.

Performance Report

The core outcome measure used to monitor progress in this area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above. New York also tracks the number of persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes using data from the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).

ALCOHOL-IMPAIRED DRIVING FATALITIES*

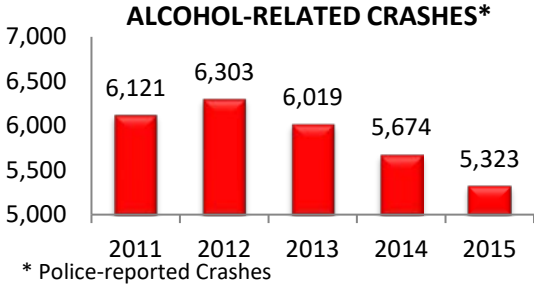


*Fatalities in crashes involving drivers & motorcycle operators with a BAC of .08 or above
** Revised based on final 2014 FARS data
Source: FARS

Based on FARS data, alcohol-impaired driving fatalities decreased in 2014, ending an upward trend between 2011 and 2013. Fatalities remained consistent at 311 in 2015. Because of this significant improvement in 2014 and 2015, the reduction target of 315 set for the end of calendar year 2017 was met and exceeded.

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

PERSONS INJURED IN ALCOHOL-RELATED CRASHES*



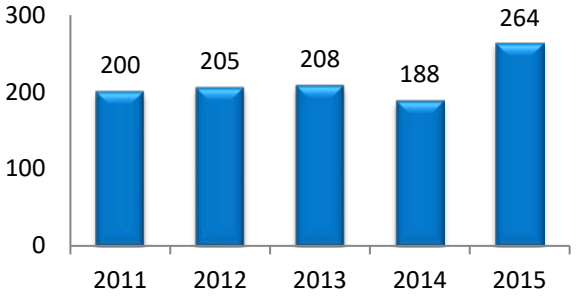
* Police-reported Crashes
Source: NYS AIS / TSSR

Based on the state's AIS data, the number of persons injured in alcohol-related crashes has been on a downward trend since 2012. In 2015, 5,323 persons were injured in alcohol-related crashes, improving beyond the target of 5,561 set for December 31, 2017.

Fatalities in drug-related crashes are also tracked to determine the impact of efforts to reduce drugged driving on New York State roadways.

After declining from 208 in 2013 to 188 in 2014, fatalities in drug-related crashes spiked to 264 in 2015, an increase of 40%, making it very unlikely that the target of 184 set for December 31, 2017 will be reached.

FATALITIES IN DRUG-RELATED CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

Problem Identification

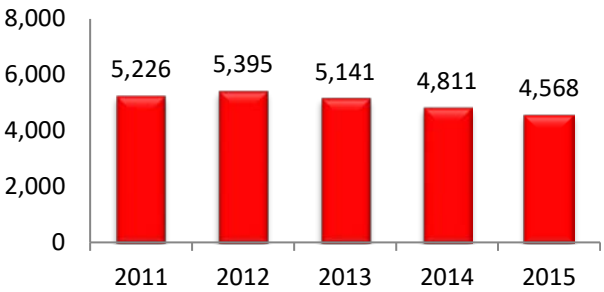
Additional data analyses were conducted to assist GTSC in setting priorities for the Impaired Driving Program and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented 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 (VTL 1192.1-1192.4).

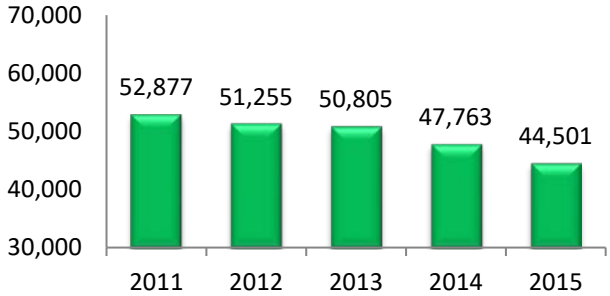
Between 2012 and 2015, impaired driving fatal and personal injury crashes were on a downward trend, decreasing 15% from 5,395 to 4,568 in 2015. Impaired driving arrests have been on a consistent downward trend in New York State. Between 2011 and 2015, the number of drivers arrested for impaired driving dropped from 52,877 to 44,501, a decrease of 16%.

IMPAIRED DRIVING FATAL & PI CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

DRIVERS ARRESTED FOR IMPAIRED DRIVING



Sources: NYS TSLED System, Suffolk County STOP-DWI and NYPD / TSSR

Analyses of Conviction Rates

Approximately 80% of the impaired driving arrests each year are 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 the TSLED system indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) has remained constant at over 90% the past several years.

As shown in the table below, in 2011-2015, 92%-93% of the drivers arrested under the TSLED system were convicted; approximately half of these drivers were convicted on the original VTL 1192 charge and half on another impaired driving charge. In each of the five years, 7%-8% of the cases adjudicated were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event.

ADJUDICATION OF PERSONS ARRESTED FOR IMPAIRED DRIVING BY TSLED AGENCIES

TSLED Cases Adjudicated	2011 (N=36,575)	2012 (N=33,416)	2013 (N=31,012)	2014 (N=30,159)	2015 (N=28,539)
Convicted	93.3%	93.3%	93.1%	92.5%	92.0%
On original V&T 1192 charge	*43.9%*	*43.5%*	*44.2%*	*45.4%*	*43.7%*
On another V&T 1192 charge	*47.6%*	*48.0%*	*47.0%*	*45.1%*	*46.2%*
Convicted on non-V&T 1192 charge	*1.8%*	*1.8%*	*1.8%*	*2.0%*	*2.1%*
Dismissed/Acquitted/Convicted on Charge Associated with Different Event	6.7%	6.7%	6.9%	7.5%	8.0%

Source: NYS TSLED System / TSSR

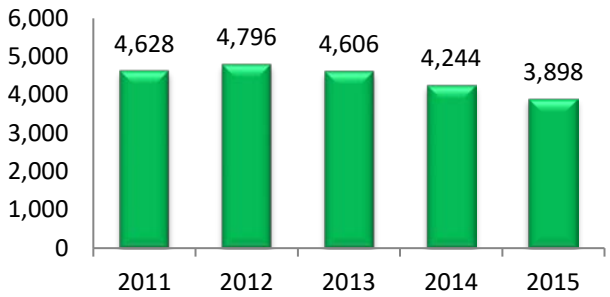
Additional analyses were conducted for alcohol-related crashes and arrests and drug-related crashes and arrests. It should be noted that the results of these two sets of analyses cannot be added together to derive the total impaired driving crashes or arrests. Since a portion of the crashes and the arrests 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. Since 2012, alcohol-related fatal and personal injury crashes have been on a general downward trend, decreasing from 4,796 in 2012 to 3,898 in 2015, an improvement of 19%.

ALCOHOL-RELATED FATAL & PI CRASHES*



* Police-reported Crashes

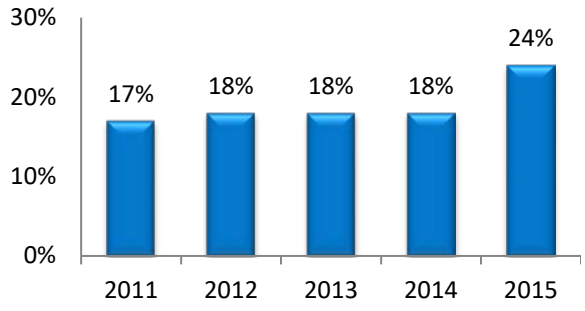
Source: NYS AIS / TSSR

Drug-Related Crashes

The involvement of drugs in crashes is an area of growing concern for New York's highway safety program. Compared to the previous four years, drug-related fatalities accounted for a larger proportion of the total fatalities that occurred in 2015. In 2015, nearly one out of four fatalities (24%) occurred in drug-related crashes compared to approximately one out of six (17%-18%) of the fatalities in 2011-2014.

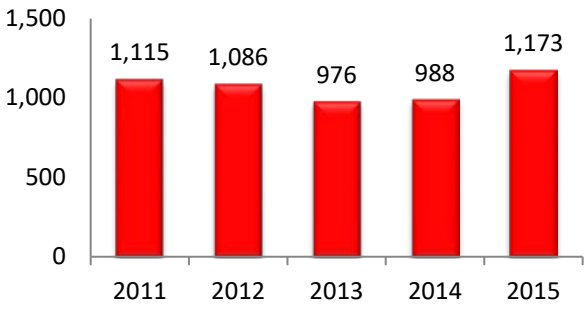
The number of persons injured in drug-related crashes fluctuated over the five-year period 2011-2015. Between 2014 and 2015, the number of persons injured in these crashes increased from 988 to 1,173, an increase of 19%.

DRUG-RELATED FATALITIES AS A PROPORTION OF TOTAL FATALITIES



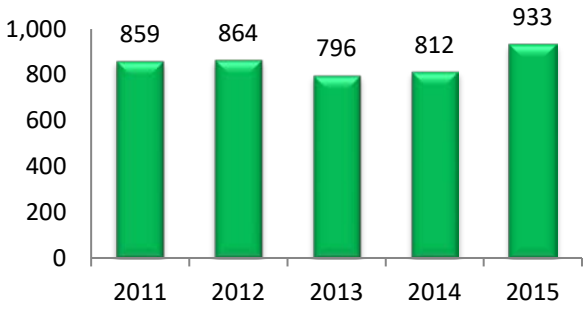
Source: NYS AIS / TSSR

PERSONS INJURED IN DRUG-RELATED CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

DRUG-RELATED FATAL & PI CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

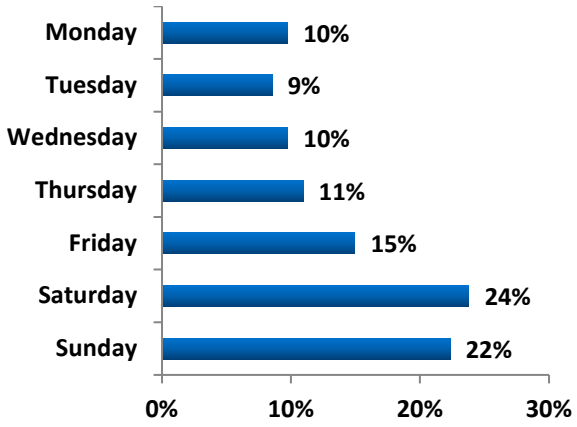
Drug-related fatal and personal injury crashes also increased between 2014 and 2015. In 2015, there were 933 of these crashes compared to 812 in the previous year, an increase of 15%.

Alcohol-Related and Drug-Related Fatal and PI Crashes

Analyses by Day of Week

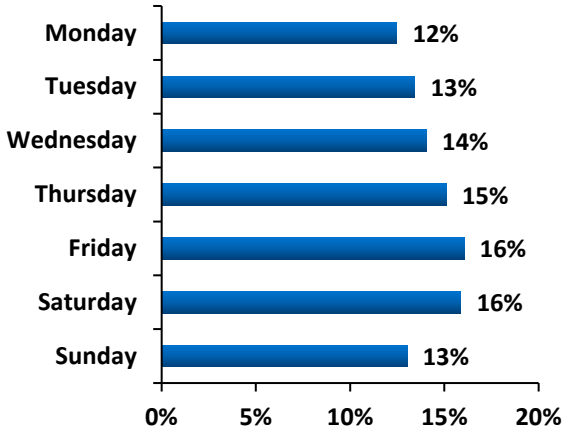
As indicated in the charts below, alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (46% on Saturday and Sunday). In contrast, drug-related fatal and personal injury crashes were fairly evenly distributed across the days, ranging from 12% to 16%.

Alcohol-Related Fatal & PI Crashes
Day of Week: 2011-2015



Source: NYS AIS / TSSR

Drug-Related Fatal & PI Crashes
Day of Week: 2011-2015

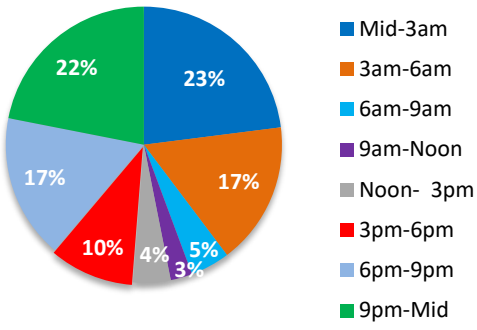


Source: NYS AIS / TSSR

Analyses by Time of Day

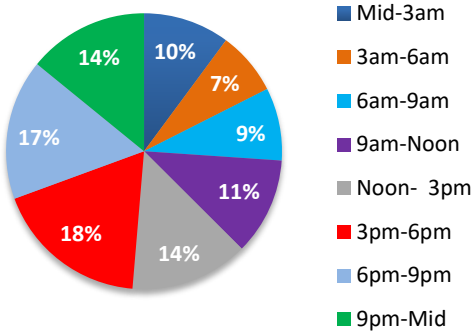
As shown below, the largest proportion of alcohol-related fatal and personal injury crashes occurred between 9pm and 3am (45%), while the largest proportion of drug-related fatal and personal injury crashes occurred between 3pm and 9pm (35%).

Alcohol-Related Fatal & PI Crashes
Time of Day: 2011-2015



Source: NYS AIS / TSSR

Drug-Related Fatal & PI Crashes
Time of Day: 2011-2015



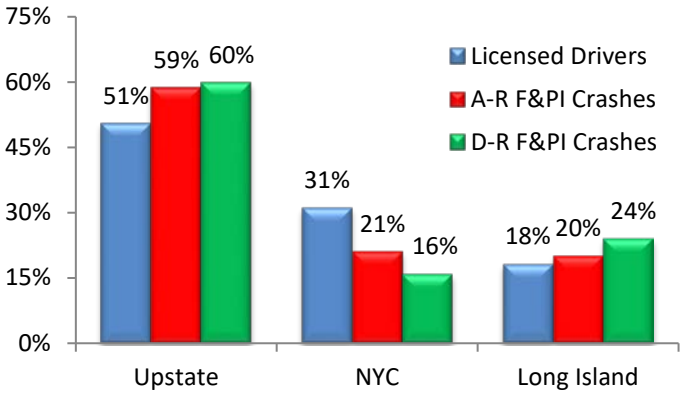
Source: NYS AIS / TSSR

Analyses by Location

In 2015, the majority of both the alcohol-related (59%) and drug-related (60%) fatal and personal injury crashes occurred in the Upstate region; 21% and 16%, respectively, occurred in New York City, and 20% and 24%, respectively, occurred in Nassau and Suffolk counties on Long Island.

Compared to the proportion of licensed drivers in each region, the Upstate region was over-represented in both alcohol-related and drug-related fatal and personal injury crashes, while New York City was underrepresented.

LICENSED DRIVERS, ALCOHOL-RELATED AND DRUG-RELATED FATAL & PI CRASHES* BY REGION: 2015

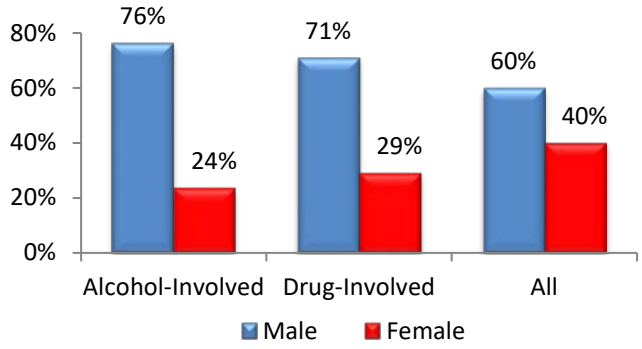


* Police-reported Crashes

Sources: NYS Driver License File and AIS / TSSR

Analyses by Driver Gender

DRIVERS IN FATAL & PI CRASHES BY GENDER: 2015



* Police-reported Crashes

Sources: NYS AIS / TSSR

More than three-quarters of the drinking drivers involved in alcohol-related fatal and personal injury crashes were men (76% in 2015). Male drivers make up a slightly smaller proportion of the drugged drivers involved in fatal and personal injury crashes (71%). In comparison, six out of ten drivers involved in all fatal and personal injury crashes in 2015 were men.

Compared to their involvement in alcohol-related fatal and personal injury crashes, female drivers account for a somewhat larger proportion of the drug-involved drivers in fatal and personal injury crashes (29% vs. 24% of the drinking drivers in alcohol-related crashes in 2015). Four out of ten drivers involved in all fatal and personal injury crashes in 2015 were women.

Analyses by Driver Age

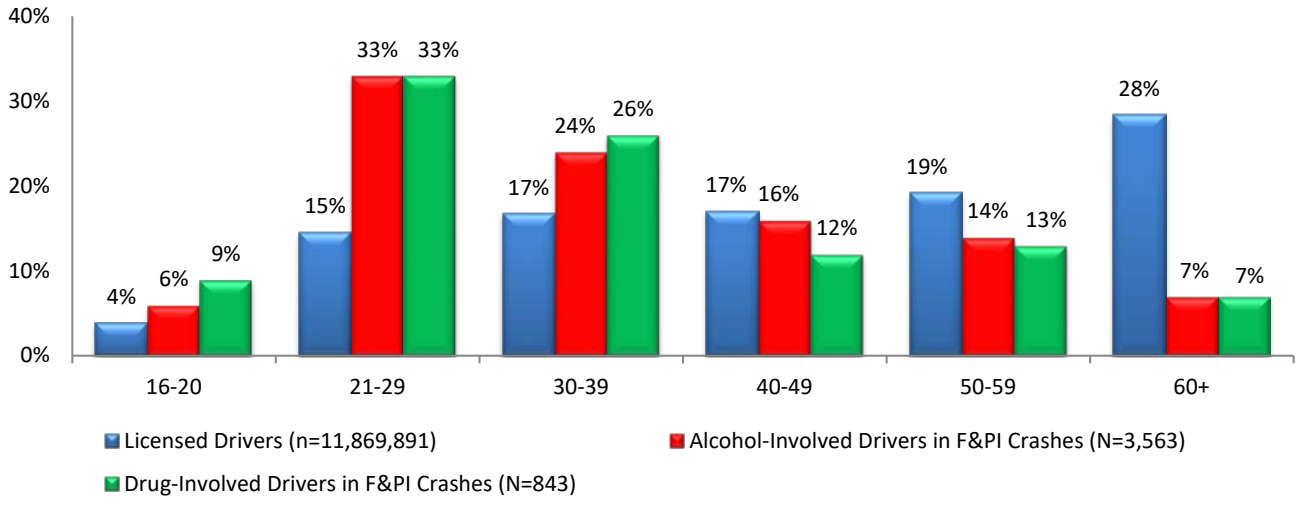
To determine which age groups of drivers are overrepresented in impaired driving crashes in New York State, the proportions of alcohol-involved drivers and drug-involved drivers in fatal and personal injury crashes attributed to each age group were compared to the proportion of licensed drivers in that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

Alcohol use among teens continues to be a serious problem. According to the Centers for Disease Control and Prevention (NCHS Data Brief, #37, May 2010), motor vehicle crashes are the leading cause of death among teenagers, representing more than one-third of all deaths. Furthermore, as reported on the TeenDrugAbuse.us website, sponsored by Teen Help LLC, the rate of fatal crashes among alcohol-involved drivers between the ages of 16 and 20 is more than twice the rate for alcohol-involved drivers ages 21 and over. Analyses of New York's crash data support these findings, showing that young drivers are overrepresented in impaired driving crashes.

As the graph below shows, alcohol-involved drivers and drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups, including drivers under age 21 who are below the legal drinking age. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 6% of the alcohol-involved drivers and 9% of the drug-involved drivers in 2015 were under 21 years of age.

Drivers 21-29 and 30-39 years of age are also overrepresented. Compared to 15% of the licensed drivers, twice as many of the alcohol-involved drivers (33%) and drug-involved drivers (33%) are ages 21-29. Drivers 30-39 years of age account for 17% of the licensed drivers but 24% of the alcohol-involved drivers and 26% of the drug-involved drivers are in this age group.

LICENSED DRIVERS, ALCOHOL-INVOLVED DRIVERS AND DRUG-INVOLVED DRIVERS IN FATAL & PI CRASHES* BY AGE GROUP: 2015

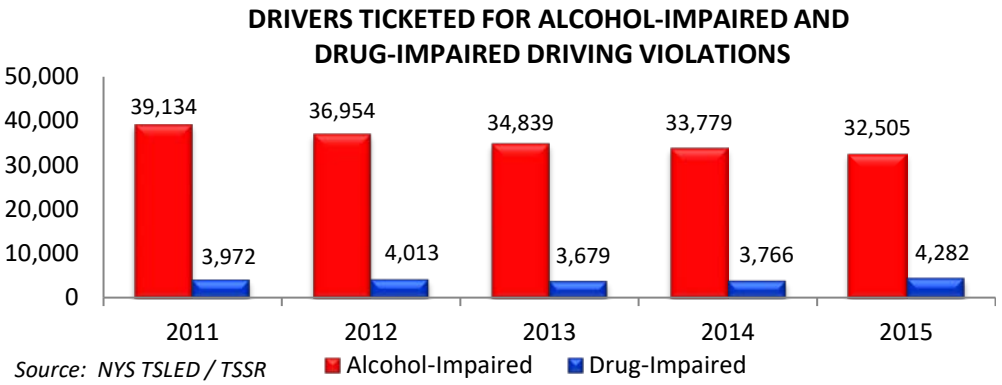


* Police-reported Crashes

Sources: NYS Driver License File and AIS / TSSR

Analyses of Alcohol-Impaired and Drug-Impaired Driving Arrests

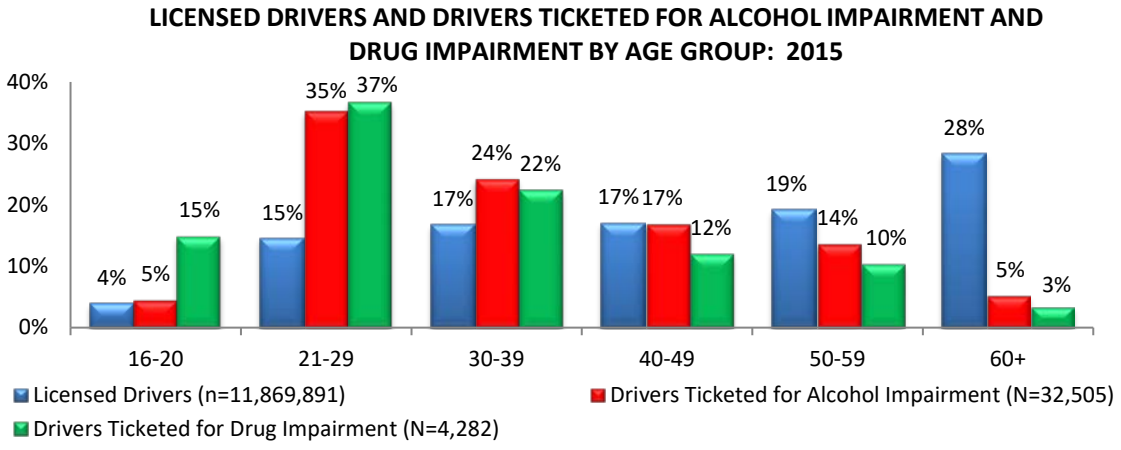
For purposes of these analyses, alcohol-impaired driving arrests include tickets issued for violations of VTL 1192.1-1192.3, and drug-impaired driving arrests include tickets issued for violations of VTL 1192.4 (drugs) and 1192.4a (drugs and alcohol). TSLED, the source of the data in this chart, includes all of the tickets issued for these violations statewide, with the exception of New York City. Over the five-year period 2011-2015, the number of persons ticketed for alcohol-impaired driving dropped steadily from 39,134 in 2011 to 32,505 in 2015, representing a decrease of 17%. In comparison, the number of drivers ticketed for drug-impaired driving fluctuated between 2011 and 2015, ranging from a low of 3,679 in 2013 to a high of 4,282 in 2015. Between 2014 and 2015, the number of drivers ticketed for drug-impaired driving increased by 14% (from 3,766 to 4,282).



Source: NYS TSLED / TSSR

It is important to note 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 drug offense (1192.4 and 4a).

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 2015, the largest proportions of drivers ticketed for alcohol impairment and drivers ticketed for drug impairment were in the 21-29 age group (35% and 37%, respectively), over two times the proportion of licensed drivers in that age group (15%). Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than three times (15%) the proportion of licensed drivers (4%) in that age group. Drivers ticketed for alcohol violations and drug violations were also overrepresented in the 30-39 age group, 24% and 22%, respectively, compared to 17% of the licensed drivers.



Sources: NYS Driver License File and TSLED / TSSR

Analyses of Data from New York's Drug Recognition Experts (DRE) Database

Data collected by New York's Drug Recognition Experts using the DRE tablet application developed by the Institute for Traffic Safety Management and Research provide an important new source of information on the issue of drugged driving in the state. The provision of tablets to the DREs and training in their use began in 2014; as of spring 2017, 249 tablets have been distributed to DREs across the state for use in collecting data and submitting their drug influence evaluations and toxicology results through the tablet application. The table below presents selected results from the analyses of the drug evaluations submitted to the database in 2015 and 2016.

A total of 2,855 enforcement evaluations were entered into the database between January 1, 2015 and December 31, 2016. During the two-year period, 95% of the drivers who were stopped submitted to a breath test; the refusal rate was 2%. More than eight out of ten of the drivers evaluated in both 2015 and 2016 submitted to a chemical test; the chemical test refusal rate was higher than the refusal rate for breath tests, 13%.

Based on the training they received, the DREs formulate an opinion about whether the impairment of the drivers they are evaluating is the result of drugs only, alcohol only, a combination of alcohol and drugs, or no impairment. As the table indicates, in 2015 and 2016 the opinion of the DREs was that impairment was due to drugs alone in 82% of the cases, followed by a combination of alcohol and drugs in 10% of the cases and no impairment in 5%.

NYS DRE PROGRAM
DRUG INFLUENCE EVALUATIONS CONDUCTED IN 2015 AND 2016

Number of Evaluations	**2,854**	
Breath Test		
Test taken	*2,717*	*95.2%*
Test not taken	*82*	*2.9%*
Test refused	*55*	*1.9%*
Chemical Test		
Test taken	*2,326*	*81.5%*
Test not taken	*145*	*5.1%*
Test refused	*383*	*13.4%*
Opinions		
Drugs only	*2,325*	*81.5%*
Alcohol & drugs	*294*	*10.3%*
Alcohol only	*19*	*0.7%*
No impairment	*142*	*5.0%*
Medical rule out	*28*	*1.0%*
Stopped evaluation	*22*	*0.8%*
No opinion	*6*	*0.2%*
Other	*18*	*0.6%*

Source: NYS DRE Database, compiled by ITSMR 2/28/2017

When a chemical test has been administered to a driver, the sample is sent to a toxicology lab for analysis. The table below shows the toxicology results that have been received from DRE evaluations conducted in 2015 and 2016 and entered into the database.

Of the 1,141 toxicology reports that have been received, 94% of the samples tested positive for drugs; multiple drugs were detected in 70% of the samples.

The specific classes of drugs found for the 1,141 cases are presented in the table below. Cannabis was found in 62% of the samples, depressants in 44%, narcotic analgesics in 38% and stimulants in 30%.

NYS DRE PROGRAM
TOXICOLOGY RESULTS FOR EVALUATIONS CONDUCTED IN 2015 and 2016*

Toxicology Results Received	**1,141**	
Drugs Not Found	72	6.3%
Drugs Found	1,069	93.7%
Single drug	*322*	*30.1%*
Multiple drugs	*746*	*69.9%*
Unknown	*1*	*< 0.1%*
Drugs Found by Class*		
Stimulant	*325*	*30.4%*
Depressant	*469*	*43.9%*
Hallucinogen	*10*	*0.9%*
PCP (Dissociative Anesthetic)	*34*	*3.2%*
Narcotic Analgesic	*405*	*37.9%*
Inhalant	*1*	*0.1%*
Cannabis	*667*	*62.4%*
Alcohol	*4*	*0.4%*
Missing	*73*	*6.8%*

*Percentages total more than 100% because a subject can have more than one class of drug in their system

Source: NYS DRE Database, compiled by ITSMR 2/28/2017

FFY 2018 Performance Targets

- To decrease alcohol-impaired driving fatalities 8 percent from the 2011-2015 calendar base year average of 332 to 305 by December 31, 2018
- To decrease the number of persons injured in alcohol-related crashes 2 percent from 5,323 in 2015 to 5,217 by December 31, 2018
- To decrease the number of fatalities in drug-related crashes 2 percent from the 2013-2015 calendar base year average of 220 to 216 by December 31, 2018

FFY 2018 Performance Measures

- Number of alcohol-impaired driving fatalities
- Number of persons injured in alcohol-related crashes
- Number of fatalities in drug-related crashes

Grant Application Review Process

GTSC's process for the review of Impaired Driving applications, project selection, and negotiating and awarding grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Proposals for Impaired Driving projects are also assessed for their coordination with the direction of NYS's Advisory Council on Impaired Driving and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below.

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. For each strategy, a reference to the supporting research or other justification is provided. Projects are listed under each strategy.

Strategy AL-1: Enforcement of Impaired Driving Laws

Initiatives to increase high visibility enforcement of the impaired driving laws will continue to be supported at both the state and local levels. All impaired driving enforcement efforts will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and 41 of the HSSP, or in conjunction with the national impaired driving mobilizations.

New York police agencies continue to participate in national crackdowns that coincide with the times large numbers of impaired drivers are likely to be on the highways. In FFY 2016, counties were asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DRES; each county tailored their efforts to personnel availability and activities significant to their community.

Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the crackdowns.

The results of the grant-funded crackdown initiatives in FFY 2016 are summarized below:

- Holiday Season National Mobilization: 33 counties and 115 agencies participated resulting in 134 DWI/DWAI arrests, 11 DWAI-Drug only arrests, 99 other arrests and 1,570 V&T summonses.
- Super Bowl Crackdown: 31 counties and 103 agencies participated resulting in 103 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 100 other arrests and 1,341 V&T summonses.
- St. Patrick's Day Crackdown: 39 counties and 140 agencies participated resulting in 128 DWI/DWAI arrests, 14 DWAI-Drug only arrests, and 143 other arrests and 1,802 V&T summonses.
- Memorial Day Crackdown: 38 counties and 131 agencies participated resulting in 196 DWI/DWAI arrests, 5 DWAI-Drug only arrests, 124 other arrests and 1,671 V&T summonses.
- July 4th Crackdown: 35 counties and 121 agencies participated resulting in 212 DWI/DWAI arrests, 6 DWAI-Drug only arrests, 114 other arrests and 1,821 V&T summonses.
- Labor Day National Mobilization: 43 counties and 157 agencies participated resulting in 301 DWI/DWAI arrests, 17 DRE Evaluations, 26 DWAI-Drug only arrests, 199 other arrests and 3,073 V&T summonses.

For supporting research, refer to the discussion of Publicized Sobriety Checkpoints, pp. 1-21 to 1-23; High Visibility Saturation Patrol Programs, p. 1-24; Preliminary Breath Test Devices, p. 1-25; and Integrated Enforcement, pp. 1-27 and 1-28 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Impaired Driving Enforcement Grants for Local Police Agencies
PROJECT NUMBER: AL-2018-001
BUDGET: $900,000
PROJECT DESCRIPTION:

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

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	Local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$2,880,000	$900,000

PROJECT TITLE: Statewide High Visibility Focused Enforcement Campaigns
PROJECT NUMBER: AL-2018-002
BUDGET: $2,400,000
PROJECT DESCRIPTION:
Statewide enforcement campaigns that focus on impaired driving will be supported under this project. 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 crackdowns, the State Police use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$8,640,000	$400,000

PROJECT TITLE: Media Support for National Impaired Driving Enforcement Mobilizations
PROJECT NUMBER: AL-2018-003
BUDGET: $200,000
PROJECT DESCRIPTION:
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 crackdown 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$960,000	$200,000

PROJECT TITLE: Impaired Driving Enforcement Training for Police Officers
PROJECT NUMBER: AL-2018-004
BUDGET: $100,000
PROJECT DESCRIPTION:
Effective enforcement requires that adequate resources be available to the state's police agencies. Training programs for police officers, such as Standardized Field Sobriety Test (SFST) training, enhance enforcement by increasing the knowledge and capabilities of police officers. Effective training programs, as well as innovative delivery approaches such as podcasts and roll call videos, will be funded under this strategy.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$480,000	$100,000

PROJECT TITLE: Impaired Driving Enforcement Tools
PROJECT NUMBER: AL-2018-005
BUDGET: $100,000
PROJECT DESCRIPTION:
In addition to training, police officers must be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. The availability of up-to-date breath testing instruments and other new technology including expertly maintained equipment can support the police through evidence preparation and DWI arrest data reporting and is vital to an effective impaired driving enforcement program.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$480,000	$100,000

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.

For supporting research, refer to the discussion of innovative DWI sanctions and the use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, pp. 1-29 and 1-30 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges
PROJECT NUMBER: AL-2018-006
BUDGET: $420,000
PROJECT DESCRIPTION:
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, the latest information on law enforcement practices and judicial decisions in impaired driving cases will be supported. 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,440,000	$420,000

PROJECT TITLE: Court Systems Communication Improvements
PROJECT NUMBER: AL-2018-007
BUDGET: $300,000
PROJECT DESCRIPTION:
In addition to training for court personnel, efforts to facilitate and improve 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 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$960,000	$300,000

PROJECT TITLE: Alternative Sanction Programs for Impaired Drivers
PROJECT NUMBER: AL-2018-008
BUDGET: $280,000
PROJECT DESCRIPTION:
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 also be funded.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	Local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$960,000	$280,000

PROJECT TITLE: Improvement of Toxicology Services
PROJECT NUMBER: AL-2018-009
BUDGET: $800,000
PROJECT DESCRIPTION:
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 such as toxicology reports used in the adjudication of impaired driving cases will also be funded. For example, the New York State Police is proposing to develop technological improvements that would enhance the agency's toxicology lab's operational efficiency, the communication of results and the ability to provide statistical information to the traffic safety community. Projects that would augment staff and other resources leading to the improvement of toxicology services will also be considered for funding.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$2,880,000	$800,000

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. The Department of Motor Vehicles, the Office of Alcoholism and Substance Abuse Services, and the Division of Criminal Justice Services Office of Probation and Correctional Alternatives also devote significant resources to the treatment, monitoring and control of DWI offenders.

For supporting research, refer to the discussions of Alcohol Ignition Interlocks, pp. 1-38 to 1-40 and DWI Offender Monitoring, pp. 1-43 and 1-44 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Monitoring of Ignition Interlock & Other Alcohol Detection Devices
PROJECT NUMBER: AL-2018-010
BUDGET: $1,520,000

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

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d - $320,000	M6OT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$5,760,000	$320,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d II - $1,200,000	M7II	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$4,800,000	$1,200,000

PROJECT TITLE: Impaired Driver Program (IDP)
PROJECT NUMBER: AL-2018-011
BUDGET: $1,000,000
PROJECT DESCRIPTION:
The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state's Impaired Driver Program (IDP) and its treatment referral mechanism. In addition to the fee-based services provided by the IDP programs, projects to improve the effectiveness of the program will be considered for GTSC funding. These may include the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, or program improvements such as the development and implementation of a new evidence-based curriculum.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$3,840,000	$1,000,000

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 or drugged driving also play an important role in New York's comprehensive program.

For supporting research, refer to the discussions of Mass Media Campaigns, pp. 1-49 and 1-50; Responsible Beverage Service, pp. 1-51 and 1-52; Alternative Transportation, p. 1-53 and Designated Drivers, pp. 1-54 and 1-55 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Statewide Public Awareness Campaigns
PROJECT NUMBER: AL-2018-012
BUDGET: $1,000,000
PROJECT DESCRIPTION:
Statewide campaigns that use tested messaging to raise public awareness, such as the slogans and themes used in national campaigns, as well as communication and outreach activities that generate publicity for the effective execution of the proven strategy of high visibility enforcement will be funded.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$3,840,000	$1,000,000

PROJECT TITLE: Education & Outreach to High-Risk Groups
PROJECT NUMBER: AL-2018-013
BUDGET: $860,000
PROJECT DESCRIPTION:

Projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included under this strategy are projects that deliver information and education at venues such as sporting events that are popular with persons that have been identified as high-risk for impaired driving as well as 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.

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

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	**M6OT**	**State, local and not-for-profit agencies**	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	**$0**	**$2,880,000**	**$860,000**

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.

For supporting research, refer to the discussions of Alcohol Vendor Compliance Checks, pp. 1-61 and 1-62; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-63 and 1-64; Youth Programs, pp. 1-65 and 1-66 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Compliance with Underage Drinking Laws
PROJECT NUMBER: AL-2018-014
BUDGET: $1,800,000
PROJECT DESCRIPTION:

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2018. These include projects that focus on preventing vendors from selling

alcohol to minors such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations. 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$6,720,000	$1,800,000

Strategy AL-6: Drugged Driving

Recent studies by the Institute for Traffic Safety Management and Research have documented that the involvement of drugs is a serious issue in fatal crashes in New York State. In 2015, nearly one quarter (24%) of the traffic fatalities in the state occurred in a drug-related crash, up from 18% in 2014. Drivers under 30 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.

For supporting research, refer to the discussion of Enforcement of Drug-Impaired Driving, pp. 1-69 and 1-70 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Drugged Driving Enforcement Training
PROJECT NUMBER: AL-2018-015
BUDGET: $400,000
PROJECT DESCRIPTION:
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 give testimony that will lead to a conviction. Projects that provide training for law enforcement personnel, including the Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, will be funded under this strategy. Impaired driving enforcement efforts that integrate drugged driving enforcement into other enforcement activities by incorporating law enforcement personnel who have completed these special training courses and conducting enforcement in high-risk areas for drugged driving will be encouraged.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,440,000	$400,000

PROJECT TITLE: Drugged Driving Training for Prosecutors, Judges and Toxicologists
PROJECT NUMBER: AL-2018-016
BUDGET: $400,000
PROJECT DESCRIPTION:
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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,440,000	$400,000

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.

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

PROJECT TITLE: Impaired Driving Summits, Symposia & Workshops
PROJECT NUMBER: AL-2018-017
BUDGET: $200,000
PROJECT DESCRIPTION:
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 will be funded under this project.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$480,000	$200,000

PROJECT TITLE: Interagency Collaborations on Impaired Driving
PROJECT NUMBER: AL-2018-018
BUDGET: $160,000
PROJECT DESCRIPTION:
Support will be provided for interagency collaborations, such as the Advisory Council on Impaired Driving, that recognize the multi-disciplinary nature of the impaired driving issue and lead to more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$480,000	$160,000

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

Projects that support the state's comprehensive data-driven Impaired Driving program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries resulting from impaired driving requires access to the appropriate data as well as the technical capabilities to perform the analyses and interpret the results. Research and evaluation studies that assist in the identification and documentation of impaired driving issues and the assessment of the effectiveness of legislative initiatives and other countermeasures that are implemented will be eligible for funding.

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

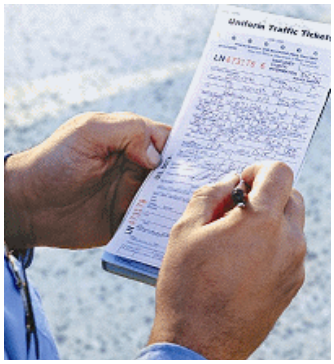
PROJECT TITLE: Impaired Driving Research
PROJECT NUMBER: AL-2018-019
BUDGET: $360,000
PROJECT DESCRIPTION:
Projects that conduct research and evaluation studies on alcohol and drug impaired driving to support the development of data-driven countermeasures and assessment of their effectiveness will be funded.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405d	M6OT	State and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,440,000	$360,000

IMPAIRED DRIVING FFY 2018 BUDGET SUMMARY

Strategy/Project Number	Strategies and Projects	Budget Amount	Source
AL-1	**Enforcement of Impaired Driving Laws**		
AL-2018-001	Impaired Driving Enforcement Grants for Local Police Agencies	**$ 900,000**	**405d**
AL-2018-002	Statewide High Visibility Focused Enforcement Campaigns	**2,400,000**	**405d**
AL-2018-003	Media Support for National Mobilizations	**200,000**	**405d**
AL-2018-004	Impaired Driving Enforcement Training for Police Officers	**100,000**	**405d**
AL-2018-005	Impaired Driving Enforcement Tools	**100,000**	**405d**
AL-2	**Prosecution & Adjudication of DWI Offenders**		
AL-2018-006	Courtroom Training for Police, Probation, Prosecutors & Judges	**420,000**	**405d**
AL-2018-007	Court Systems Communication Improvements	**300,000**	**405d**
AL-2018-008	Alternative Sanction Programs for Impaired Drivers	**280,000**	**405d**
AL-2018-009	Improvement of Toxicology Services	**800,000**	**405d**
AL -3	**DWI Offender Treatment, Monitoring, Control**		
AL-2018-010	Monitoring of IIDs & Other Alcohol Detection Devices	**1,520,000**	**405d**
AL-2018-011	Impaired Driver Program (IDP)	**1,000,000**	**405d**
AL-4	**Prevention, Communications, Public Info & Educational Outreach**		
AL-2018-012	Statewide Public Awareness Campaigns	**1,000,000**	**405d**
AL-2018-013	Education & Outreach to High-Risk Groups	**860,000**	**405d**
AL-5	**Underage Drinking & Alcohol-Impaired Driving**		
AL-2018-014	Compliance with Underage Drinking Laws	**1,800,000**	**405d**
AL-6	**Drugged Driving**		
AL-2018-015	Drugged Driving Enforcement Training	**400,000**	**405d**
AL-2018-016	Drugged Driving Training for Prosecutors, Judges & Toxicologists	**400,000**	**405d**
AL-7	**Cooperative Approaches to Reducing Impaired Driving**		
AL-2018-017	Impaired Driving Summits, Symposia & Workshops	**200,000**	**405d**
AL-2018-018	Interagency Collaborations on Impaired Driving	**160,000**	**405d**
AL-8	**Research, Evaluation & Analytical Support for NY's Impaired Driving Program**		
AL-2018-019	Impaired Driving Research	**360,000**	**405d**
	TOTAL 405d IMPAIRED DRIVING	**$13,200,000**	

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. Enforcement efforts area 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 strategies related to impaired driving, motorcycle safety, pedestrians, bicycles and other wheel-sports are included under their respective sections in the Highway Safety Strategic Plan.

The Governor's Traffic Safety Committee (GTSC) provides expertise to assist in the promotion and coordination of New York's data-driven enforcement program involving police agencies at the state, county and local levels. The estimated highway safety funding budgeted for each strategy and project in the Police Traffic Services program area is presented in the table on page 55.

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 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
- New York State Park Police
- NYS Association of Chiefs of Police
- NYS Division of Criminal Justice Services
- NYS Sheriffs' Association
- New York Association for Pupil Transportation

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

New York State's Evidence-Based Traffic Safety Enforcement Program

In FFY 2015, New York developed an Evidence-Based Enforcement (E-BE) plan describing the planning, management and monitoring processes used in its E-BE program required in 23 CFR 1200.11(c). New York's approach was to develop a comprehensive plan that combines the enforcement efforts in all program areas. The full plan was submitted to NHTSA for review and received final approval in June 2015. A summary of the key components of the plan is provided below. Information on New York's E-BE plan is also included in the FFY 2018 Highway Safety Program Planning Process section (pp. 7-8).

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 Liaison networks, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's Police Traffic Services (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 E-BE plan.

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 officer resources are allocated to details directly related to the identified problems. As part of the PTS application, the agency completes the "Agency Specific Crash and Enforcement Data Sheet" which includes agency demographic and specific crash and ticket data documenting the traffic safety problem they have identified. Based on these analyses, applicants complete a data-driven "Work Plan" which presents their proposed countermeasures and enforcement 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 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.

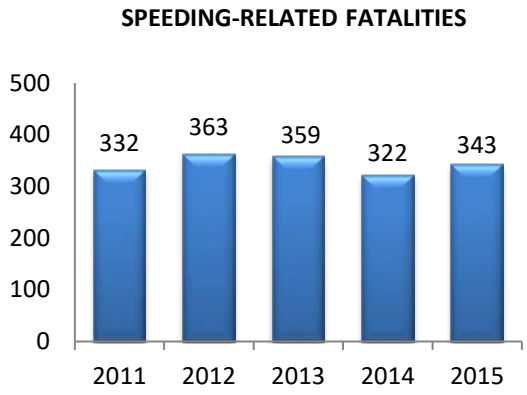
During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement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

Performance Report

The core outcome measure for tracking progress in the Police Traffic Services Program is speeding-related fatalities in crashes. 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, a new performance measure for distracted driving, fatal and personal injury crashes involving cell phone use and texting, was added to New York's HSSP starting in FFY 2015. The source for this measure is the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).

SPEEDING

Speeding-related fatalities were on a general downward trend in recent years, decreasing from 363 in 2012 to 322 in 2014 before increasing slightly to 343 in 2015. Because of this increase, the target of 316 set for December 31, 2017, will be difficult to reach.

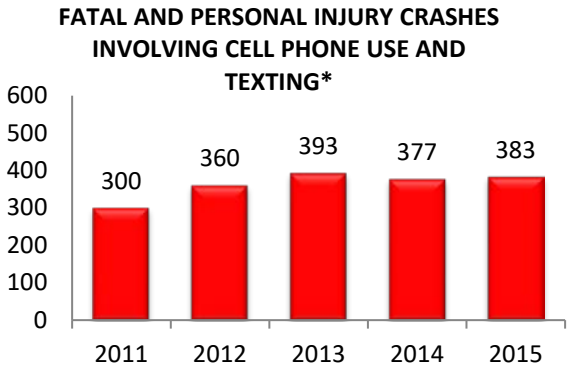


Source: FARS

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Fatal and personal injury crashes involving cell phone use and texting is the performance measure for tracking trends in distracting driving in New York State. After an upward trend between 2011 and 2013, the number of fatal and personal injury crashes involving cell phone use or texting decreased to 377 in 2014 before increasing slightly to 383 in 2015. Because of this fluctuating pattern, it may be difficult to reach the target of 369 set for 2017.

A revised definition of "cell phone crashes" will be used beginning with the FFY 2018 HSSP (see pp. 45-46).



*Based on police-reported crashes
Source: NYS AIS/TSSR

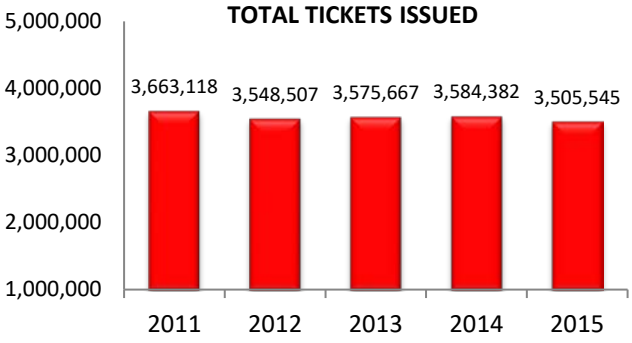
Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the Police Traffic Services 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.

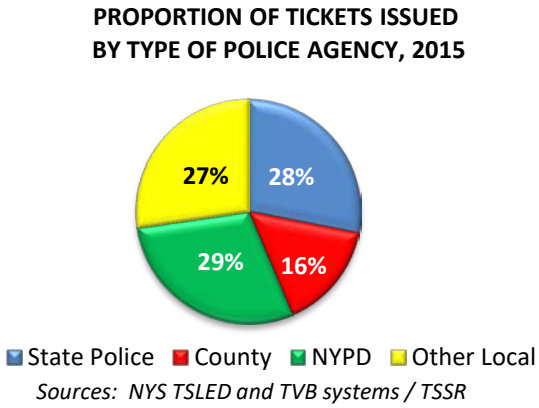
Analyses of Traffic Tickets

In order to assess the trend in enforcement activity, analyses were conducted on the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Traffic Violations Bureau (TVB) systems. The TVB system is also known as the Administrative Adjudication (AA) system. Analyses of the combined ticket data from these two systems show that the total number of tickets issued for violations of the state's Vehicle & Traffic Law (VTL) has been on a general downward trend since 2011. Between 2014 and 2015, the number of tickets decreased 2%. The overall decline since 2011 has been over 4%. This decrease in enforcement activity is likely due in part to decreases in highway safety funding and other police resources.

The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2015, the State Police issued 28% of all traffic tickets; county agencies issued 16%; the New York City Police Department (NYPD) issued 29% and all other local agencies issued 27%.



Sources: NYS TSLED and TVB systems / TSSR



Sources: NYS TSLED and TVB 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 (21% to 22% over the five-year period, 2011-2015). The next top factors are all related to aggressive driving; in 2015, Following Too Closely was reported for 20% of all police-reported fatal and personal injury crashes. Failure to Yield Right-of-Way was reported for 19%, and Unsafe Speed was reported for 12%.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES

	2011 (N=117,652)	**2012** (N=114,000)	**2013** (N=115,701)	**2014** (N=109,828)	**2015** (N=104,031)
Driver Inattention/Distraction	21.4%	21.4%	21.8%	22.1%	22.3%
Following Too Closely	17.7%	17.7%	18.1%	19.0%	19.9%
Failure to Yield Right-of-Way	17.5%	18.6%	18.6%	18.7%	19.3%
Unsafe Speed	10.9%	10.7%	11.2%	11.1%	11.5%

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

SPEEDING

Analyses of 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 has fluctuated over the five-year period, 2011-2015. Between 2014 and 2015 these crashes increased from 280 to 292.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2011	2012	2013	2014	2015
Fatal Crashes	**284**	**310**	**318**	**280**	**292**
% of all fatal crashes	26.4%	28.7%	28.7%	29.0%	27.9%
Injury Crashes	**12,838**	**12,216**	**12,977**	**12,323**	**12,120**
% of all injury crashes	11.0%	10.8%	11.3%	11.3%	11.8%

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

The proportion of fatal crashes that involve speed was on an upward trend from 2011 to 2014, increasing from 26% to 29%. Between 2014 and 2015 the proportion declined slightly, to 28%.

Speed-related injury crashes were on a downward trend from 2011 to 2012 before increasing to 12,977 in 2013. After the spike in 2013, the number of speed-related injury crashes dropped to 12,120 in 2015. Despite the fluctuation in the number of crashes, speed-related injury crashes accounted for 11% of the total injury crashes from 2011 to 2014, increasing slightly to 12% in 2015.

Other Contributing Factors

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in 2015 fatal and personal injury crashes are listed in the table below. Alcohol Involvement (15%) and Passing/ Unsafe Lane Changing (14%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

For speeding drivers involved in personal injury crashes, Following Too Closely was identified as a contributing factor for 13%; Driver Inattention/Distraction for 8%; and Alcohol Involvement and Passing/Unsafe Lane Changing were each reported as a factor for 7% of these drivers.

OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2015

	Speeding Drivers in Fatal Crashes (N=294)	Speeding Drivers in PI Crashes (N=12,092)
Alcohol Involvement	15%	7%
Passing/Unsafe Lane Changing	14%	7%
Driver Inattention/Distraction	4%	8%
Failure to Keep Right	5%	3%
Following Too Closely	4%	13%

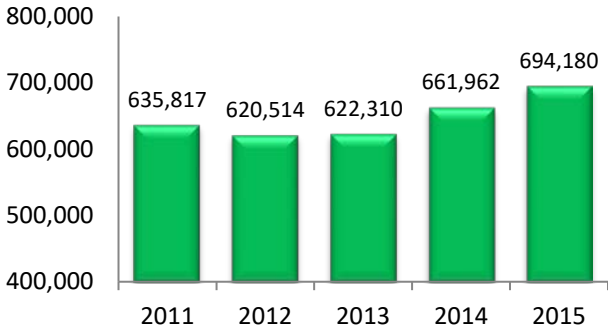
*All data in this table are based on police-reported crashes
Source: NYS AIS

Analyses of Tickets

The number of tickets issued for speeding violations has increased from 620,514 in 2012 to 694,180 in 2015.

Over the five-year period 2011-2015, tickets issued for speeding increased from 17% to 20% of all tickets issued for traffic violations, indicating that speeding continues to be a significant traffic safety problem in New York.

TICKETS ISSUED FOR SPEEDING VIOLATIONS



Sources: NYS TSLED and TVB Systems / TSSR

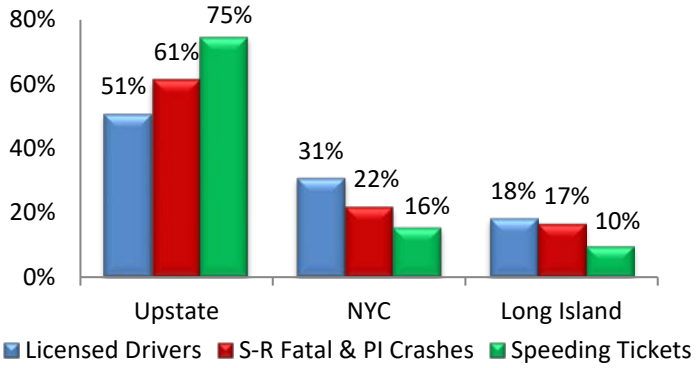
Crash and Ticket Analyses by Region

Based on 2013-2015 data, the Upstate region of New York is overrepresented in speed-related fatal and personal injury crashes (61%) and in speeding tickets issued (75%) when compared with the proportion of licensed drivers in the region (51%).

New York City with 31% of the state's licensed drivers accounted for 22% of the speed-related fatal and personal injury crashes and 16% of the speeding tickets.

Long Island was also underrepresented in speed-related crashes (17%) and tickets (10%) when compared to the proportion of the state's licensed drivers that reside in that region (18%).

LICENSED DRIVERS, SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES AND SPEEDING TICKETS BY REGION: 2013-2015

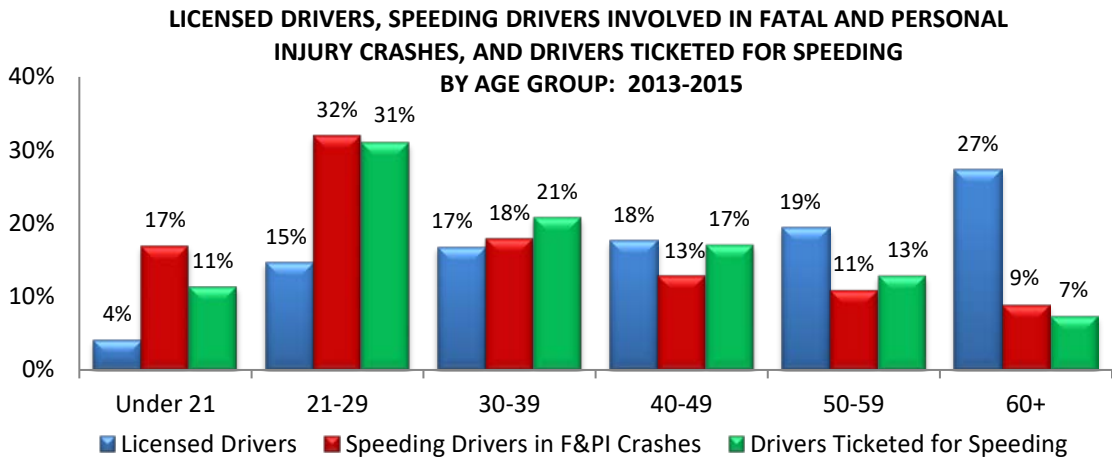


Sources: NYS AIS/TSSR, Driver License, TSLED and TVB / TSSR Systems

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be 21-29 (32%). Drivers 21-29 years of age are also the most likely to be ticketed for speeding (31%).

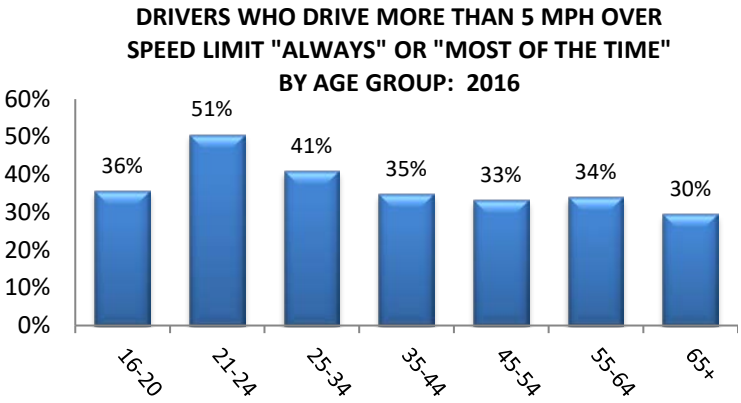
Based on comparisons with the proportion of licensed drivers in the under 21 (4%) and 21-29 age groups (15%), drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in fatal or personal injury crashes and the drivers who received speeding tickets. Over the three-year period 2013-2015, drivers under 21 years of age accounted for 17% of the speeding drivers involved in F&PI crashes and received 11% of the speeding tickets. Drivers 21-29 years of age accounted for 32% of the speeding drivers involved in F&PI crashes and received 31% of the speeding tickets.



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

The Driver Behavior Surveys conducted at DMV offices around the state support the findings in the chart above. In the 2016 survey, drivers in the 21-24 age group were the most likely to say they exceed the speed limit by more than 5 mph "always" or "most of the time" (51%).

In general, the proportion of drivers reporting that they speed declined with each subsequent age group.



Source: 2016 Driver Behavior Survey

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Fatal and Personal Injury Crashes

Beginning with the 2018 HSSP, the 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).

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported in less than 1% of fatal and personal injury crashes; this could be due to underreporting. In 2015, one fatal crash was reported to involve cell phone use, about the same as in previous years. The number of injury crashes involving cell phone use in 2015, including those involving both cell phone use and texting, also remained at approximately the level in the previous year (365 vs. 366 in 2014). Between October 2010 when texting was added to the list of contributing factors

on New York's police crash report and 2015, only two fatal crashes have been reported to involve texting. The number of personal injury crashes involving both cell phone use and texting, however, increased from 15 in 2011 to 55 in 2015. After being on an upward trend since 2011, the number of injury crashes involving texting dropped from 69 in 2013 to 66 in 2014, then rose to 70 in 2015.

POLICE-RELATED FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING*

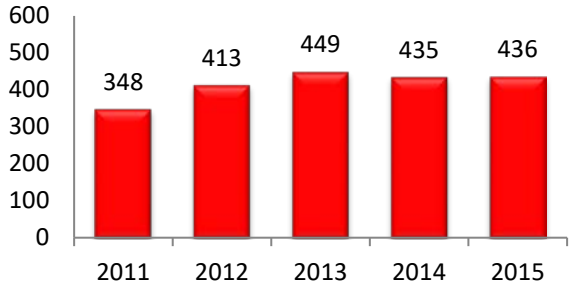
	2011	2012	2013	2014	2015
Fatal Crashes Involving Cell Phone Use	**1**	**2**	**3**	**3**	**1**
% of all fatal crashes	0.1%	0.2%	0.3%	0.3%	0.1%
Injury Crashes Involving Cell Phone Use	**300**	**331**	**327**	**319**	**310**
% of all injury crashes	0.3%	0.3%	0.3%	0.3%	0.3%
Injury Crashes Involving both Cell Phone Use and Texting	**15**	**31**	**48**	**47**	**55**
Fatal Crashes Involving Texting	**0**	**0**	**2**	**0**	**0**
Injury Crashes Involving Texting	**32**	**49**	**69**	**66**	**70**
Total F&PI Cell Phone Crashes*	**348**	**413**	**449**	**435**	**436**

*Based on revised definition of "cell phone crash" (p. 45)
Source: NYS AIS, TSLED and TVB systems

The total number of fatal and personal injury cell phone crashes, based on the new definition, will be used as the performance measure for tracking trends in distracting driving in New York State beginning with the 2018 HSSP.

As the chart shows, there was an upward trend in the number of these crashes between 2011 and 2013, from 348 to 449. The number of cell phone crashes decreased slightly to 435 in 2014 and remained consistent at 436 in 2015.

FATAL AND PERSONAL INJURY CELL PHONE CRASHES*



*Based on revised definition of "cell phone crash" (p. 45)
Source: NYS AIS, TSLED and TVB systems

Analyses of Tickets

The number of tickets issued for violations of New York's cell phone law continued on a downward trend, dropping 47% from 248,239 in 2011 to 132,125 in 2015.

Between 2011, the second full year New York's texting law was in effect, and 2015, the number of tickets issued statewide for texting violations steadily increased from 9,003 to 84,803.

TICKETS ISSUED FOR VIOLATIONS OF THE CELL PHONE AND TEXTING LAWS

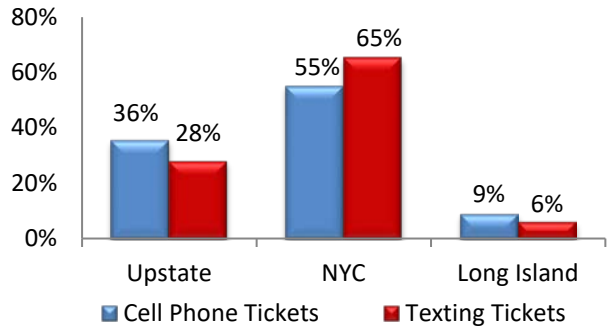
	2011	2012	2013	2014	2015
Cell Phone Tickets	248,239	216,980	207,741	164,008	132,125
Texting Tickets	9,003	30,241	55,458	75,617	84,803

Source: NYS TSLED and TVB Systems / TSSR

In 2015, the majority of tickets written for both cell phone (55%) and texting (65%) violations were issued in New York City. Approximately one-third of the cell phone (36%) and texting tickets (28%) were issued to drivers in the Upstate region and 9% of the cell phone tickets and 6% of the texting tickets were issued on Long Island.

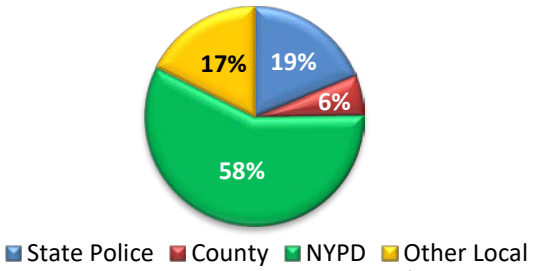
The New York City Police Department (NYPD) issued 58% of all the tickets issued statewide for cell phone and texting violations in 2015. The remaining tickets were issued by the New York State Police (19%), county police agencies (6%) and other local police agencies (17%).

CELL PHONE AND TEXTING TICKETS ISSUED BY REGION: 2015



Sources: NYS TSLED and TVB Systems / TSSR

PROPORTION OF CELL PHONE AND TEXTING TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2015



Sources: NYS TSLED and TVB Systems / TSSR

Driver Behavior and Attitudinal Surveys

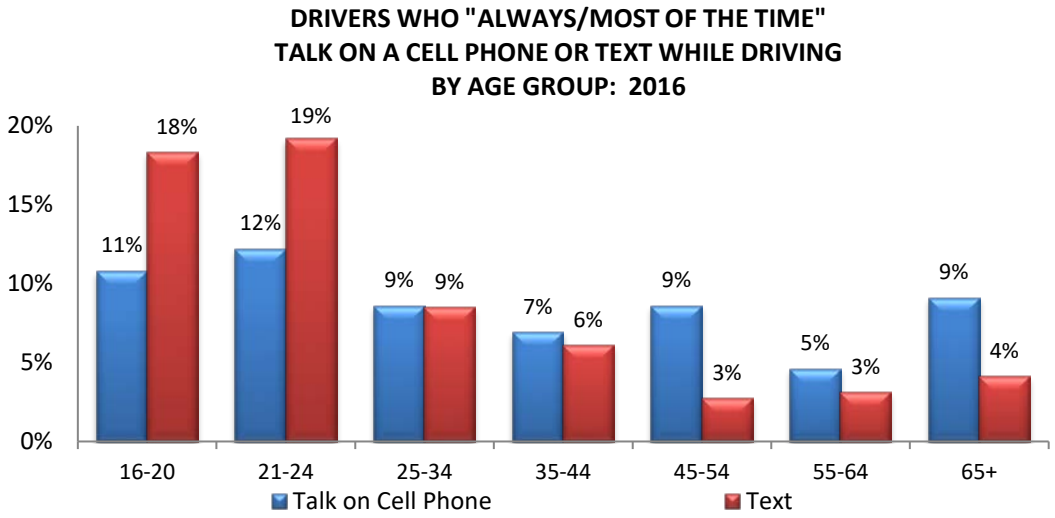
A series of questions on cell phone use and texting is included in the annual Driver Behavior Survey. The key results from the 2016 survey are:

- Over half (51%) of the drivers reported that they send or receive text messages while driving; 8% said that they text while driving "always" or "most of the time". These results have been consistent in all four years (2013-2016) that the question has been asked.

- 58% of drivers said that they talk on a cell phone while driving; similar to texting, 8% said they talk on a cell phone while driving "always" or "most of the time".

- 83% of the drivers thought that texting affects a driver's ability to drive safely "a great deal" and another 13% said a driver's ability would be affected "somewhat". 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: 2016 Driver Behavior Survey

- In 2016, drivers in the 16-20 and 21-24 age groups were the most likely to report that they text while driving "always" or "most of the time" (18% and 19%, respectively);

- Drivers in the two age groups under 25 years of age were the most likely to report that they "always/most of the time" talk on a cell phone while driving (11%-12%).

- Drivers in the 16-20 and 21-24 age groups were more likely to text while driving than to talk on a cell phone (18% vs. 11% and 19% vs. 12%, respectively), while drivers in the age groups 35 and older were more likely to talk on a cell phone than to text while driving.

FFY 2018 Performance Targets

- To decrease speeding-related fatalities 5 percent from the 2011-2015 calendar base year average of 344 to 327 by December 31, 2018

- To decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2013-2015 calendar base year average of 440 to 431 by December 31, 2018

FFY 2018 Performance Measures

- Number of speeding-related fatalities
- Number of fatal and personal injury crashes involving cell phone use or texting

Grant Application Review Process

GTSC's process for the review of Police Traffic Services (PTS) applications, project selection, and the negotiation and award of grant funds is as follows. PTS grant proposals are assessed for their adherence to an evidence-based enforcement approach. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem an agency is facing, as

well as measurable objectives related to improving the problem that ultimately should lead to a reduction in crashes, injuries and fatalities. The proposal must also provide information on how the agency will evaluate the effectiveness of its efforts. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Proposals for Police Traffic Services grants must include evidence-based enforcement strategies that are consistent with the priorities of New York's HSSP and the state's Evidence-based Traffic Safety Enforcement Program and are aligned with the proven strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below.

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 Police Traffic Services program area. For each strategy, a reference to the supporting research or other justification is provided. Projects are listed under each strategy.

Strategy PTS-1: Enforcement of Traffic Violations

Enforcement of violations of the state's Vehicle and Traffic Law is the basic strategy used to deter and reduce dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on the roadway. Pedestrian enforcement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will also be considered for funding. Seat belt enforcement efforts, including participation in the national mobilization in May and the new border-to-border initiative, will also be funded under the Police Traffic Services program area. These enforcement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

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

GTSC will continue to support evidence-based enforcement projects that focus on enforcement of specific unsafe driving behaviors such as speeding, aggressive driving, cell phone use and texting; specific high-risk groups of motorists such as young drivers; specific vehicle types that pose special challenges such as commercial vehicles and school buses; and specific types of roadways or areas of the state overrepresented in crashes such as rural areas. Applications for funding will be required to use a data-driven approach to demonstrate the need for these focused enforcement efforts.

The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations, times of day when violations are most likely to occur, and other information that will lead to more effective deployment of enforcement resources will continue to be encouraged. Police agencies should consider the different areas within their community where crashes

most frequently occur. This information will be useful when scheduling enforcement details. Projects that incorporate cooperative efforts among police agencies, as well as efforts that target more than one type of violation, will also be supported.

For supporting research regarding evidence-based enforcement strategies, refer to the discussion of strategies to reduce aggressive driving and speeding, pp. 3-5 to 3-8; High Visibility Enforcement, pp. 3-24 to 3-28; Other Enforcement Methods, pp. 3-28 to 3-31; Integrated Enforcement, pp. 1-27 and 1-28; Cell Phone and Text Messaging Laws, pp. 4-12 to 4-14; and pedestrian enforcement under Targeted Enforcement, pp. 8-36 and 8-37 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Police Traffic Services (PTS)
PROJECT NUMBER: PTS-2018-001
BUDGET: $2,600,000
PROJECT DESCRIPTION:

Through the Police Traffic Services (PTS) program, GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs 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 techniques such as stationary or moving patrols, low visibility (low profile) patrol cars for better detection and apprehension, 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 2018, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive and distracted driving behaviors. Seat belt enforcement efforts, including participation in the national mobilization in May and the new border-to-border initiative, will also be eligible for PTS funding, as will enforcement efforts focusing on special categories of vehicles including commercial vehicles, motorcycles and school buses.

Coordinated special high visibility enforcement 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 State Police, the New York State Association of Chiefs of Police and the New York State Sheriff's Association and programs such as "Operation Hang-Up" conducted by the New York State Police and the National Distracted Driving Enforcement Campaign to increase compliance with the state's cell phone and texting laws.

Enforcement conducted in conjunction with youth safe driving campaigns such as the "No Empty Chair" campaign will also continue to be funded.

Pedestrian enforcement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will also be considered for funding. Seat belt enforcement efforts will also be funded under the Police Traffic Services program area. These enforcement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

Support for 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.

In FFY 2017, GTSC funded 284 PTS grants; 277 applications for PTS grants were received in FFY 2018.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $2,480,000	402PT	Local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$38,000,000	$2,480,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $120,000	FHPE	Local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$63,000	$120,000

PROJECT TITLE: Statewide and New York City High Visibility Focused Enforcement Campaigns
PROJECT NUMBER: PTS-2018-002
BUDGET: $2,680,000
PROJECT DESCRIPTION:
Statewide and New York City enforcement campaigns that focus on a single traffic safety issue or unsafe driving behavior will be supported under this project. 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 campaigns undertaken by the New York State Police that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, will be supported. Enforcement campaigns implemented by the New York Police Department (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.

In FFY 2017, five HS-1 grants were awarded under this project. Multiple requests for HS-1 grant funding are received each year. In FFY 2018, 14 grant applications were received; GTSC projects that it will award five grants again in FFY 2018.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $2,360,000	402PT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$36,000,000	$2,000,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405e - $320,000	M8DDLE	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$800,000	$300,000

Strategy PTS-2: Law Enforcement Training Programs

Training and other educational programs that keep law enforcement up-to-date on new laws and emerging traffic safety issues and enhance skills in the detection and enforcement of specific types of

violations and vehicles will continue to be funded. These types of programs may be delivered in a number of formats including traditional classroom programs, roll call videos and podcasts. Educational opportunities such as the annual Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium will also continue to be eligible for grant support.

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

PROJECT TITLE: Awareness Training for Law Enforcement
PROJECT NUMBER: PTS-2018-003
BUDGET: $340,000
PROJECT DESCRIPTION:
Training programs that provide police officers with the knowledge and information needed to safely and more effectively enforce traffic violations involving specific types of vehicles, such as motorcycles and commercial vehicles, will be funded under this project. Programs that educate law enforcement on the 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.

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

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $240,000	402PT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$4,000,000	$240,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $100,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$42,000	$100,000

PROJECT TITLE: Evidence-Based Enforcement Training for Law Enforcement
PROJECT NUMBER: PTS-2018-004
BUDGET: $200,000
PROJECT DESCRIPTION:
Through its Law Enforcement Liaisons, police officer training in the development of an Evidence-Based Enforcement 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 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$3,000,000	$200,000

PROJECT TITLE: Traffic Crash Investigation
PROJECT NUMBER: PTS-2018-005
BUDGET: $300,000
PROJECT DESCRIPTION:
Training programs in traffic crash investigation for the State Police and local enforcement agencies will be eligible for funding under this project.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$5,000,000	$180,000

Strategy PTS-3: Communications and Outreach

Strong communication among police agencies at all jurisdictional levels is necessary to ensure the coordination and consistency of enforcement and deterrence efforts throughout the state. Through their networks, GTSC's Law Enforcement Liaisons 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.

For supporting research regarding the importance of communications and outreach in the deterrence and prevention of unsafe driving behaviors, see p. 1-46 in Countermeasures That Work, 8th Edition, 2015. In addition to publicizing enforcement efforts to deter dangerous driving behaviors which is a proven component of effective enforcement strategies, police officers can contribute to the prevention of traffic violations by educating the motoring public on new laws and raising awareness of safe driving practices.

PROJECT TITLE: Law Enforcement Liaisons
PROJECT NUMBER: PTS-2018-006
BUDGET: $800,000
PROJECT DESCRIPTION:
GTSC plays a major role in the coordination of statewide law enforcement efforts through its Law Enforcement Liaisons (LELs) representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police. The LELs 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 Enforcement Crackdowns 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$12,000,000	$800,000

PROJECT TITLE: Education and Outreach by Police Officers
PROJECT NUMBER: PTS-2018-007
BUDGET: $180,000
PROJECT DESCRIPTION:

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

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $100,000	402PT	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$2,000,000	$100,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405e - $80,000	M8DDLE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$200,000	$75,000

POLICE TRAFFIC SERVICES FFY 2018 BUDGET SUMMARY

Strategy/Project Number	Strategies and Projects	Budget Amount	Source
PTS - 1	**Enforcement of Traffic Violations**		
PTS-2018-001	Police Traffic Services	**$ 2,600,000**	**402/405h**
PTS-2018-002	Statewide and New York City High Visibility Focused Enforcement Campaigns	**2,680,000**	**402/405e**
PTS - 2	**Law Enforcement Training Programs**		
PTS-2018-003	Awareness Training for Law Enforcement	**340,000**	**402/405h**
PTS-2018-004	Evidence-Based Enforcement Training for Law Enforcement	**200,000**	**402**
PTS-2018-005	Traffic Crash Investigation	**300,000**	**402**
PTS - 3	**Communications & Outreach**		
PTS-2018-006	Law Enforcement Liaisons	**800,000**	**402**
PTS-2018-007	Education and Outreach by Police Officers	**180,000**	**402/405e**
	TOTAL 402	**$ 6,480,000**	
	TOTAL 405e Distracted Driving	**$ 400,000**	
	TOTAL 405h Nonmotorized Safety	**$ 220,000**	
	TOTAL ALL FUNDS	**$ 7,100,000**	

MOTORCYCLE SAFETY

Overview

Improving the safety of motorcyclists continues to be an important priority for the state's highway safety program. This year, 2017, marks the 50th anniversary of New York's passage of the first law in the nation requiring helmet use for all motorcyclists. Since motorcycle helmets have been proven to be highly effective in protecting motorcyclists from suffering severe and fatal head injuries in crashes, New York's efforts to reduce motorcyclist fatalities and injuries have benefited from the state's universal motorcycle helmet law.

Because motorcycles share the road with much larger vehicles, a combination of programs that focus on improving the driving skills of motorcycle operators, promote the use of protective gear including helmets that meet the required standards, and raise awareness of safe driving practices among both motorcyclists and other motorists are needed to improve traffic safety in this area.

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, DMV and other state agencies and the Motorcycle Safety Foundation. One of the Workgroup's initiatives that will be implemented this summer is a public awareness effort at gas stations where motorcycle safety messages will be displayed on the top of gas pumps and the nozzles of the hoses. The activities planned for FFY 2018 include holding a motorcycle symposium for both riders and traffic safety professionals.

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 230,000 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.

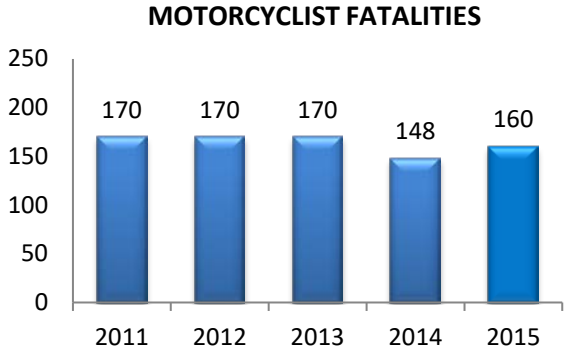
The estimated highway safety funding budgeted for each motorcycle safety strategy and project is presented in the table on page 70. The funds and other resources GTSC invests to improve motorcycle safety are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing motorcycle crashes, fatalities and injuries, the most significant source of funding, programming and in-kind support that assists in achieving the performance goals established in the HSSP is the state funding provided to the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV).

Other partners that contribute to the attainment of the state's performance goals include the following:

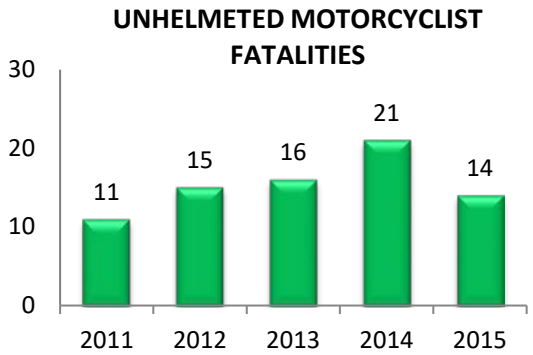
- NYS Department of Transportation
- NYS Department of Health
- New York State Police
- Local enforcement agencies
- Motorcycle Safety Foundation
- Motorcycle Advocacy Groups

Performance Report

The core outcome measures for tracking progress in the Motorcycle Safety Program area are motorcyclist fatalities and unhelmeted motorcyclist fatalities. The number of motorcyclists injured in crashes is a third performance measure that is tracked for the Motorcycle Safety Program; the source for this measure is the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).



Source: FARS



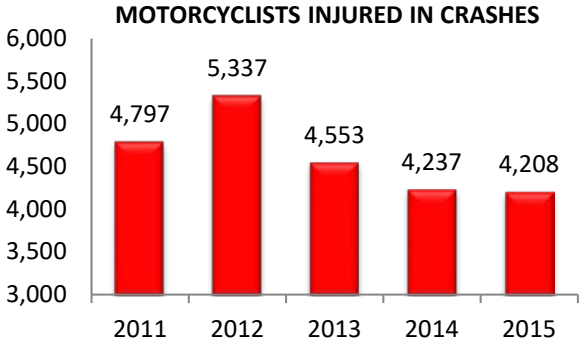
Source: FARS

In 2015, the number of motorcyclist fatalities increased to 160 after dropping to 148 in 2014. Although this number was fewer than the 170 fatalities that held steady from 2011 to 2013, the target of 145 motorcyclist fatalities set for the end of 2017 will be difficult to reach.

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 number of unhelmeted motorcyclist fatalities was trending upward from 2011 to 2014, then declined to 14 in 2015. Thus the reduction target of 19 set for the end of calendar year 2017 was surpassed.

A third measure used by New York State to track progress in the Motorcycle Safety program area is the number of motorcyclists injured in crashes.

Between 2012 and 2015, the number of motorcyclists injured in crashes was on a downward trend, dropping 21%. The decline in this number for 2015 (4,208) means that good progress was made toward the reduction target of 4,152 set for 2017.



Source: NYS AIS/TSSR

Section 405(f) Criterion: Reduction of Fatalities and Crashes Involving Motorcycles

To qualify for a Section 405(f) Motorcyclist Safety Grant under 23 CFR Part §1300.25 states must meet two criteria. One of the two criteria New York is applying under is Motorcycle Safety Grant Criterion "g" which requires states to demonstrate reductions in two measures: motorcyclist fatalities and motor vehicle crashes involving motorcycles per 10,000 motorcycle registrations. As indicated in the tables below, New York State qualifies under this criterion by meeting both requirements.

A reduction of at least one motorcyclist fatality must be shown between the number that occurred in the most recent year for which final FARS data are available (2014) and the preceding year (2013). Between 2013 and 2014, motorcyclist fatalities declined from 170 to 148, a difference of 22.

NEW YORK STATE MOTORCYCLIST FATALITIES

	2013	2014	2013-2014 # Change
Motorcyclist Fatalities	**170**	**148**	**-22**
Source: FARS			

The most recent year of final crash data available from New York State's crash system, the Accident Information System (AIS), must be used to demonstrate that a reduction of at least one whole number occurred in the motorcycle crash rate compared to the previous year. The most recent year for which final New York State crash data are available is 2015. As shown in the table below, there were 4,750 motorcycle crashes in 2014 and 4,755 in 2015. Based on motorcycle registration data for New York State, the motorcycle crash rate per 10,000 motorcycle registrations declined by more than three (3.20) between 2014 and 2015 (from 137.20 to 134.00).

NEW YORK STATE MOTORCYCLE CRASH RATE

	2014	2015	2014-2015 # Change
Motorcycle Crashes*	4,750	4,755	+5
Motorcycle Registrations**	346,210	354,858	+8,648
Motorcycle Crash Rate per 10,000 Motorcycle Registrations	**137.20**	**134.00**	**-3.20**
*Sources: * NYS AIS/TSSR; **FHWA State Motorcycle Registration Files*			

Description of New York State's Data Collection and Analysis Method

Data for the analyses presented in the table above were obtained from a few different sources. The number of Motorcycle Crashes was obtained from the Traffic Safety Statistical Repository (TSSR) which provides online access to data from New York State's Accident Information System (AIS). The TSSR can be accessed at www.itsmr.org/tssr/. Data on New York State Motorcycle Registrations was obtained from the FHWA website https://www.fhwa.dot.gov/policyinformation/statistics/2015/mv1.cfm. Excel was used to calculate the crash rate per 10,000 registrations for each year and the reduction in terms of whole numbers.

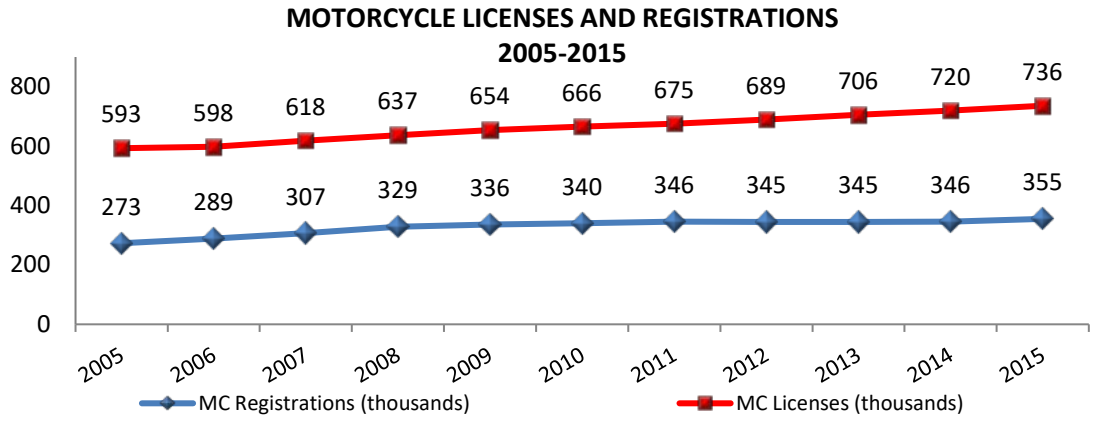
For a general discussion of data sources and analyses conducted as part of the problem identification process for the HSSP see pp. 4-5.

Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the Motorcycle Safety 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.

Trends in Motorcycle Licenses and Registrations

Since 2005, the number of drivers with motorcycle licenses has increased by 24%, reaching over 736,000 in 2015. After steady increases in motorcycle registrations between 2005 and 2011 and consistent numbers from 2011 to 2014, the number of registered motorcycles increased to nearly 355,000 in 2015.



Sources: NYS Driver License File; FHWA State Motorcycle Registration Files

Fatal and Personal Injury Motorcycle Crashes

Over the five-year period 2011-2015, fatal crashes involving motorcycles were on a general downward trend, declining 8% (from 168 to 155); however, between 2014 and 2015, fatal motorcycle crashes increased by 9%. Motorcycle crashes involving personal injury followed a less consistent pattern over the five years but declined by 12% between 2011 and 2015. In 2015, there were 4,012 motorcycle injury crashes compared to 4,055 in 2014, a decrease of 1%.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES

	2011	2012	2013	2014	2015	2011-15 % Change	2014-15 % Change
Fatal Crashes	168	164	164	142	155	-7.7%	9.2%
Injury Crashes	4,550	5,052	4,387	4,055	4,012	-11.8%	-1.1%
Fatal & PI Crashes	**4,718**	**5,216**	**4,551**	**4,197**	**4,167**	**-11.7%**	**-0.7%**

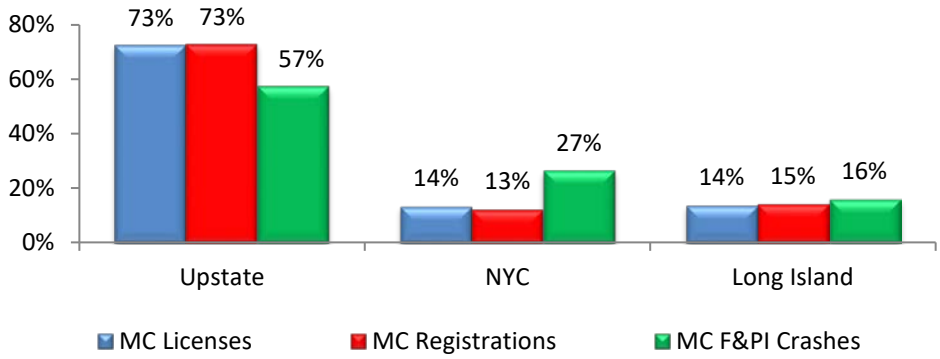
Source: NYS AIS/TSSR

Analyses by Region and County

In 2015, 57% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 27% occurred in New York City and 16% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (27%) compared to the proportion of the motorcycle licenses (14%) and registrations (13%) in the region.

MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES BY REGION: 2015



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

As the table below shows, the decrease of less than 1% in fatal and personal injury motorcycle crashes statewide was not the result of reductions in all regions of the state. While there was an 8% decrease in fatal and personal injury crashes in New York City between 2014 and 2015, fatal and personal injury crashes involving motorcycles increased by 3% Upstate and 2% on Long Island.

FATAL AND PERSONAL INJURY MOTORCYCLE CRASHES BY REGION: 2014-2015

	2014	2015	% Change 2014-2015
New York State	4,197	4,167	-0.7%
Upstate	2,325	2,389	2.8%
New York City	1,203	1,108	-7.9%
Long Island	655	669	2.1%

Source: NYS AIS/TSSR

The top counties where fatal and personal injury motorcycle crashes occurred in 2014 and 2015 are presented in the table below. The same counties were included in the top five in both years: three counties within New York City (Kings, Queens and New York) and the two counties on Long Island (Suffolk and Nassau).

Four counties from the Upstate region and one in New York City (Bronx) rounded out the top ten counties for fatal and personal injury motorcycle crashes. In 2015, Erie was the top Upstate county for these crashes.

A comparison of the numbers of crashes in 2015 and 2014 shows that while there was a statewide reduction of 1% in fatal and personal injury motorcycle crashes, the numbers increased in 2015 in Suffolk (3%), Nassau (1%), Erie (27%), Westchester (30%) and Bronx (5%) counties. Queens County had the largest reduction (13%) of any of the counties in the top ten, followed by Orange (13%) and Kings (12%).

TOP COUNTIES FOR MOTORCYCLE FATAL & PI CRASHES
2014-2015

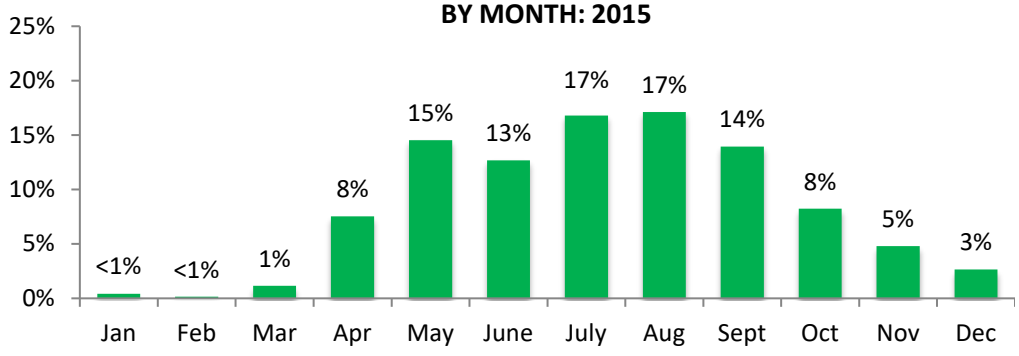
	2014	Rank in 2014	2015	Rank in 2015	% Change 2013-2014
Suffolk	373	2	384	1	2.9%
Kings	418	1	368	2	-12.0%
Queens	331	3	288	3	-13.0%
Nassau	282	4	285	4	1.1%
New York	227	5	225	5	-0.9%
Erie	169	7	214	6	26.6%
Westchester	141	10	183	7	29.8%
Monroe	188	6	171	8	-9.0%
Bronx	162	8	170	9	4.9%
Orange	156	9	136	10	-12.8%

Source: NYS AIS/TSSR

Analyses by Month, Day of Week and Time of Day

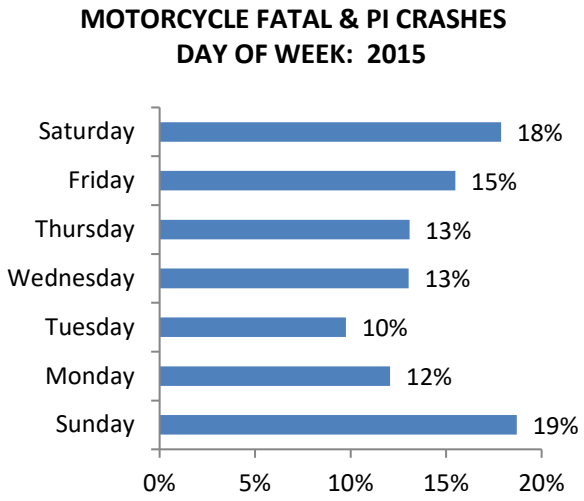
The chart below reflects the seasonal nature of motorcycle riding in New York State. In 2015, 47% of the fatal and personal injury crashes involving motorcycles occurred during the summer months (13% in June, 17% in July and 17% in August). An additional 29% of these crashes occurred in May (15%) and September (14%).

MOTORCYCLE FATAL & PI CRASHES
BY MONTH: 2015

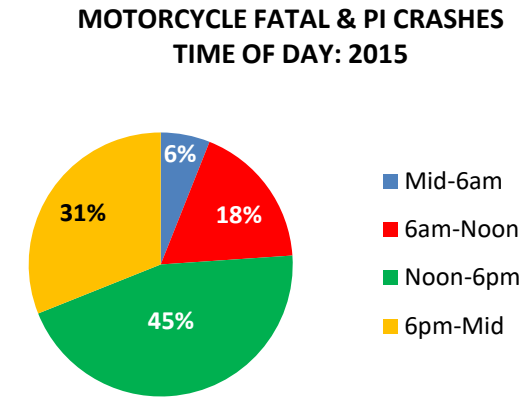


Source: NYS AIS/TSSR

Fatal and personal injury motorcycle crashes in 2015 were most likely to occur on Sunday (19%) or Saturday (18%). Nearly half of the crashes (45%) occurred between noon and 6 pm and another 30% occurred between 6pm and midnight.



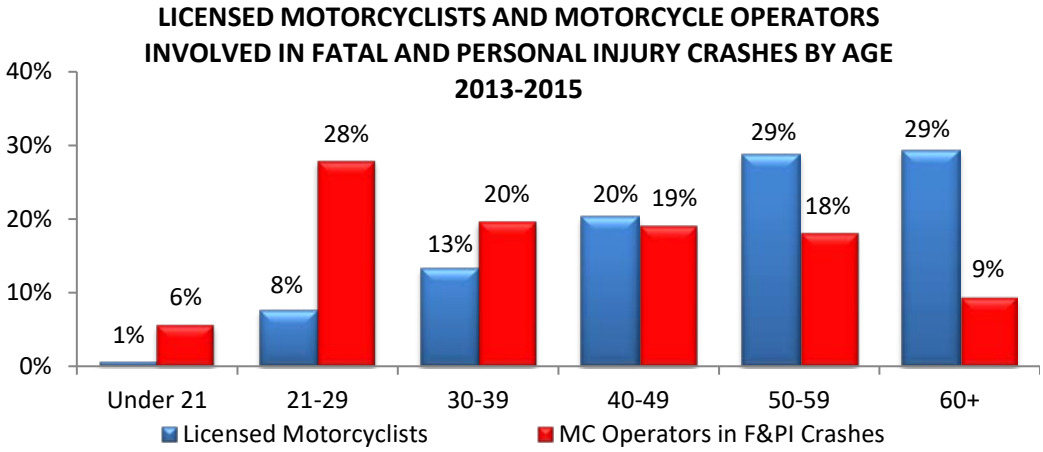
Source: NYS AIS / TSSR



Source: NYS AIS / TSSR

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age are the most overrepresented age group in motorcycle crashes; over the three-year period 2013-2015, 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 are also overrepresented in fatal and personal injury crashes.



Source: NYS AIS/TSSR and Driver License File

Contributing Factors

In 2015, human factors were reported as contributing factors for 79% of the crashes involving motorcycles, vehicular factors for 5% and environmental factors for 16% of the crashes. The top vehicular factors reported were tire failure (26 crashes) and defective brakes (21 crashes). The top environmental factors reported were animal's action (286 crashes) and slippery pavement (118).

The top ten human factors that were reported are shown in the table below. In 2013-2015, Failure to Yield Right-of-Way and Unsafe Speed were the two contributing factors most frequently reported for motorcycle crashes; in 2015, these two factors each contributed to 18% of the crashes.

TOP TEN HUMAN FACTORS IN POLICE-REPORTED MOTORCYCLE CRASHES

	2013 (N=4,772)	2014 (N=4,357)	2015 (N=4,340)
Unsafe Speed	16.2%	17.6%	18.0%
Failure to Yield Right-of-Way	17.9%	17.9%	17.7%
Passing/Lane Changing/Improper Use	13.0%	13.2%	14.1%
Driver Inattention/Distraction	14.7%	15.4%	13.8%
Following Too Closely	9.8%	10.3%	10.9%
Driver Inexperience	8.2%	7.6%	8.2%
Reaction to Other Uninvolved Vehicle	7.4%	7.4%	8.1%
Turning Improperly	5.3%	6.2%	5.4%
Alcohol Involvement	2.9%	2.8%	3.2%
Traffic Control Device Disregarded	3.0%	3.1%	3.1%

Source: NYS AIS/TSSR

Alcohol and Drug Involvement in Fatal and Personal Injury Motorcycle Crashes

The number of alcohol-related fatal motorcycle crashes between 2011 and 2015 remained consistent, between 43 and 45, while the number of drug-related fatal motorcycle crashes during the same years fluctuated between 29 and 44. In 2015, alcohol- and drug-related fatal motorcycle crashes each accounted for 28% of all motorcycle fatal crashes. The five-year average for 2011-2015 for impaired fatal motorcycle crashes, where at least one motorcycle operator involved in the crash was impaired by alcohol or drugs, was 41%.

POLICE-REPORTED FATAL MOTORCYCLE CRASHES*

	2011	2012	2013	2014	2015	2011-2015
Fatal Motorcycle Crashes	168	164	164	142	155	793
Alcohol-Related Fatal Crashes	44	45	43	43	44	219
% of all Fatal MC Crashes	*26.2%*	*27.4%*	*26.2%*	*30.3%*	*28.4%*	*27.6%*
Drug-Related Fatal Crashes	40	32	29	33	44	178
% of all Fatal MC Crashes	*23.8%*	*19.5%*	*17.7%*	*23.2%*	*28.4%*	*22.4%*
Impaired Fatal Crashes	65	65	61	63	69	323
% of all Fatal MC Crashes	*38.7%*	*39.6%*	*37.2%*	*44.4%*	*44.5%*	*40.7%*

*Alcohol-related, drug-related and impaired F & PI motorcycle crashes are police-reported crashes where at least one MC operator was impaired by alcohol, by drugs, and by alcohol or drugs, respectively.

Source: NYS AIS

The number of alcohol-related personal injury motorcycle crashes declined from 136 to 93 between 2011 and 2015, a decrease of 32%. Drug-related personal injury motorcycle crashes remained in the single digits during the 5-year time period. The five-year average for impaired personal injury motorcycle crashes was 2.7%.

POLICE-REPORTED PERSONAL INJURY MOTORCYCLE CRASHES*

	2011	2012	2013	2014	2015	2011-2015
Personal Injury Motorcycle Crashes	4,314	4,793	4,204	3,863	3,792	20,966
Alcohol-Related Injury Crashes	136	129	101	92	93	551
% of all Injury MC Crashes	*3.2%*	*2.7%*	*2.4%*	*2.4%*	*2.5%*	*2.6%*
Drug-Related Injury Crashes	9	6	7	5	9	36
% of all Injury MC Crashes	*0.2%*	*0.1%*	*0.2%*	*0.1%*	*0.2%*	*0.2%*
Impaired Injury Crashes	142	134	106	94	100	576
% of all Injury MC Crashes	*3.3%*	*2.8%*	*2.5%*	*2.4%*	*2.6%*	*2.7%*

*Alcohol-related, drug-related and impaired F & PI motorcycle crashes are police-reported crashes where at least one MC operator was impaired by alcohol, by drugs, and by alcohol or drugs, respectively.

Source: NYS AIS

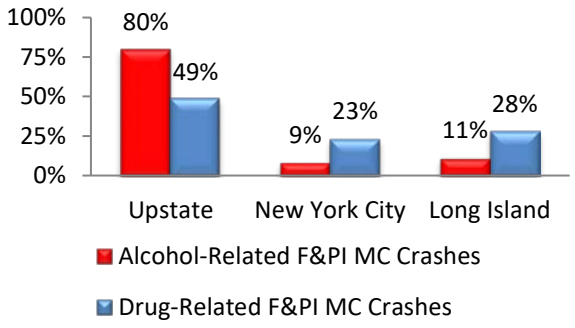
Impaired fatal and personal injury motorcycle crashes accounted for 4% of all the fatal and personal injury motorcycle crashes from 2011 to 2015.

Alcohol- and Drug-Related Fatal & Personal Injury Motorcycle Crashes by Region

Over the five-year period, 2011-2015, there were 770 alcohol-related and 214 drug-related fatal and personal injury motorcycle crashes in New York State. Analyses by region indicate that 80% of the alcohol-related crashes occurred in the Upstate region compared to 49% of the drug-related crashes.

9% of the alcohol-related fatal and personal injury motorcycle crashes occurred in New York City and 11% on Long Island, compared to 23% of the drug-related fatal and personal injury motorcycle crashes in New York City and 28% on Long Island.

ALCOHOL- AND DRUG-RELATED FATAL & PI MOTORCYCLE CRASHES BY REGION: 2011-2015

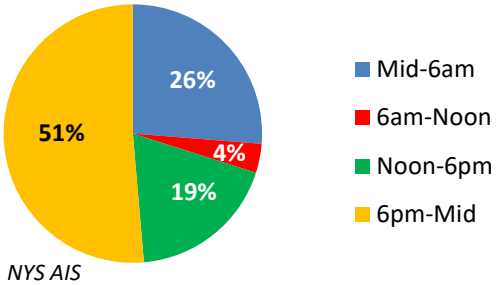


Source: NYS AIS

Alcohol- and Drug-Related Fatal and Personal Injury Motorcycle Crashes by Time of Day

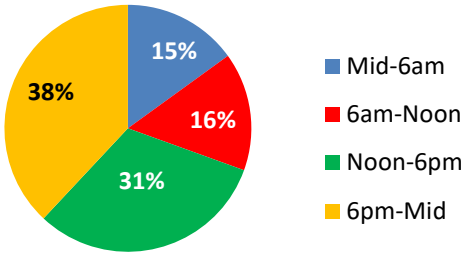
Over the five-year period, 2011-2015, more than half (51%) of the alcohol-related fatal and injury motorcycle crashes occurred between 6pm and midnight and another quarter (26%) occurred between midnight and 6am. In comparison, 38% of all drug-related fatal and personal injury motorcycle crashes occurred between 6pm and midnight and 31% occurred between noon and 6pm.

ALCOHOL-RELATED FATAL & PI MOTORCYCLE CRASHES TIME OF DAY: 2011-2015



Source: NYS AIS

DRUG-RELATED FATAL & PI MOTORCYCLE CRASHES TIME OF DAY: 2011-2015



Source: NYS AIS

Half (52%) of the alcohol-related fatal and injury motorcycle crashes occurred on the weekend (26% on Saturday and 25% on Sunday), and 43% of the drug-related fatal and injury motorcycle crashes occurred on those days (20% on Saturday and 23% on Sunday).

FFY 2018 Performance Targets

- To decrease motorcyclist fatalities 5 percent from the 2011-2015 calendar base year average of 164 to 156 by December 31, 2018
- To decrease unhelmeted motorcyclist fatalities 10 percent from the 2011-2015 calendar base year average of 15 to 13 by December 31, 2018
- To decrease the number of injured motorcyclists 3 percent from the 2013-2015 calendar base year average of 4,333 to 4,203 by December 31, 2018

FFY 2018 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Motorcycle Safety applications, project selection and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial

claims and on-site monitoring reports. 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.

Proposals for Motorcycle Safety projects are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below.

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. For each strategy, a reference to the supporting research or other justification is provided. Projects are listed under each strategy.

Strategy MC-1: Motorcycle Rider Training and Education

A key component of a comprehensive approach to motorcycle safety is motorcycle rider training and education. In FFY 2018, the Department of Motor Vehicles Motorcycle Safety Program (MSP) will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. There are presently 21 training schools with 42 training ranges that deliver rider training around the state.

For supporting research, refer to the discussion of Motorcycle Rider Training, pp. 5-20 and 5-21 in Countermeasures That Work, 8th Edition, 2015 and to Highway Safety Program Guideline No 3: Motorcycle Safety, Section IV. Motorcycle Rider Education and Training in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT TITLE: NYS Motorcycle Safety Program
PROJECT NUMBER: MC-2018-001
BUDGET: $200,000
PROJECT DESCRIPTION:

The New York State Department of Motor Vehicles (DMV) contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the MSF Basic Rider Course throughout the state. A portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs.

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 modes to improve the availability of training for providers and instructors and aid in the

retention of qualified instructors. A MSF-qualified quality assurance team makes visits to the public training sites every year to ensure the program continues to maintain high standards for course delivery.

Currently, there are 26 counties with training sites where motorcycle rider training courses will be conducted during FFY 2018. As shown in the table below, collectively, these counties account for 64% 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.

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 2018	# of Motorcycle Registrations per County, 2015*	% of All MC Registrations in NYS
NEW YORK STATE	**354,858**	
ALLEGANY	1,925	0.5%
BRONX	4,547	1.3%
BROOME	6,151	1.7%
CHAUTAUQUA	5,223	1.5%
CLINTON	3,632	1.0%
COLUMBIA	2,661	0.7%
DUTCHESS	8,507	2.4%
ERIE	21,683	6.1%
JEFFERSON	4,291	1.2%
KINGS	11,253	3.2%
MONROE	16,656	4.7%
NASSAU	18,467	5.2%
NIAGARA	7,767	2.2%
ONEIDA	7,676	2.2%
ONONDAGA	11,991	3.4%
ORANGE	10,217	2.9%
QUEENS	13,821	3.9%
RENSSELAER	5,902	1.7%
RICHMOND	5,758	1.6%
ROCKLAND	4,761	1.3%
ST LAWRENCE	4,363	1.2%
SCHENECTADY	5,123	1.4%
SUFFOLK	32,169	9.1%
TOMPKINS	2,984	0.8%
ULSTER	7,184	2.0%
WARREN	3,083	0.9%
TOTAL	**227,795**	**64.2%**

Sources: NYS DMV Registration File and FHWA State Motorcycle Registration Files; Motorcycle Safety Foundation
** Excludes out-of-state motorcycle registrations.*

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405f	**M9MA**	**State, local and not-for-profit agencies**	
INDIRECT	**MOE**	**MATCH**	**LOCAL BENEFIT**
TBD	**N/A**	**$200,000**	**$180,000**

Strategy MC-2: Communications and Outreach

Communication strategies and outreach activities directed toward both motorcyclists and the other drivers who share the road with motorcyclists are also very important to improving motorcycle safety.

For supporting research, refer to the discussion of Communications and Outreach: Other Driver Awareness of Motorcyclists, p. 5-24 and Communications and Outreach: Conspicuity and Protective Clothing, pp. 5-22 and 5-23 in Countermeasures That Work, 8th Edition, 2015 and to Highway Safety Program Guideline No 3: Motorcycle Safety, Section IX. Motorcycle Rider Conspicuity and Motorist Awareness Programs in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT TITLE: Motorcycle Safety Education for Motorists
PROJECT NUMBER: MC-2018-002
BUDGET: $950,000
PROJECT DESCRIPTION:

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 continue to be supported. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education (PI&E) materials that promote the Share the Road message. The Motorcycle Safety Workgroup formed by GTSC is also investigating various avenues of communication with the motoring public to create a new motorcycle safety messaging campaign. One approach will be to survey a random sample of motorcycle riders to collect their opinions and input.

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 various other channels will also be supported.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405f	M9MA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$1,050,000	$870,000

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 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. Efforts that focus specifically on enforcing unsafe driving behaviors and equipment violations by motorcyclists, as well as training for law enforcment that is designed to improve the effectiveness of motorcycle enforcement efforts, are 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 Enforcement Plan described on pages 7-8 and 41 of the HSSP.

For supporting research, refer to the discussion of Motorcycle Helmet Law Enforcement: Noncompliant Helmets, pp. 5-11 and 5-12 in Countermeasures That Work, 8th Edition, 2015 and to Highway Safety Program Guideline No 3: Motorcycle Safety, Section VII. Law Enforcement in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT TITLE: Motorcycle Safety & Enforcement Training for Law Enforcement
PROJECT NUMBER: MC-2018-003
BUDGET: $20,000
PROJECT DESCRIPTION:
Training programs for law enforcement that focus on educating officers on motorcycle safety, including the requirements regarding motorcycle safety equipment, common types of violations such as the use of non-compliant helmets, enforcement strategies and techniques, and other topics related to motorcycle safety will continue to be supported. Decisions on where to hold training programs are data-driven and are based on a region's overrepresentation in motorcycle crashes. These regional training programs 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 Motorcycle Safety Program, the Motorcycle Safety Foundation 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402MC	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$20,000

PROJECT TITLE: Enforcement Efforts to Improve Motorcycle Safety
PROJECT NUMBER: MC-2018-004
BUDGET: $150,000
PROJECT DESCRIPTION:
Data-driven enforcement efforts that focus specifically on unsafe riding behaviors by motorcyclists and violations of safety equipment rules will be funded under this project.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402MC	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$140,000

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.

For supporting research, refer to Highway Safety Program Guideline No 3: Motorcycle Safety, Section XI. Program Evaluation and Data in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT TITLE: Motorcycle Safety Workgroup
PROJECT NUMBER: MC-2018-005
BUDGET: $10,000
PROJECT DESCRIPTION:
In FFY 2018, 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. Another component of the Workgroup's project will include holding a motorcycle symposium in 2018 for both riders and traffic safety professionals. The Workgroup will also continue to collect crash data covering a 5-year period to look for trends and develop new countermeasures.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402MC	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$10,000

MOTORCYCLE SAFETY FFY 2018 BUDGET SUMMARY			
Strategy/Project Number	Strategies and Projects	Budget Amount	Source
MC-1	Motorcycle Rider Training & Education		
MC-2018-001	NYS Motorcycle Safety Program (MSP)	$ 200,000	405f
MC-2	Communications and Outreach		
MC-2018-002	Motorcycle Safety Education for Motorists	950,000	405f
MC-3	Enforcement		
MC-2018-003	Motorcycle Safety & Enforcement Training for Law Enforcement	20,000	402
MC-2018-004	Enforcement Efforts to Improve Motorcycle Safety	150,000	402
MC-4	Research, Evaluation & Analytical Support for NY's Motorcycle Safety Program		
MC-2018-005	Motorcycle Safety Workgroup	10,000	402
	TOTAL 402	$ 180,000	
	TOTAL 405f Motorcycle Programs	$1,150,000	
	TOTAL ALL FUNDS	$1,330,000	

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

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

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Pedestrian, Bicycle and Wheel-Sport Safety program. The highway safety funding budgeted for each strategy and project is presented in the table on page 84.

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 on the development of a five-year 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.

Since implementation of the 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, the 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 2018.

Coinciding with the formal announcement of the PSAP in June 2016, the GTSC organized a two-week pedestrian safety enforcement blitz, "Operation See! Be Seen!" During the first week, police officers are asked to distribute specially-designed warning citations to motorists and pedestrians, followed by a week of traditional high-visibility enforcement with ticketing. Similar enforcement details are planned for early summer 2017 and again in 2018.

In this program area, in particular, 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 Department of Transportation
- NYS Department of Health
- NYS Department of State
- National Highway Traffic Safety Administration
- Federal Highway Administration
- NYC Department of Transportation
- Metropolitan Planning Organizations
- New York Metropolitan Transportation Council
- Capital District Transportation Committee
- New York State Pedestrian and Bicycle Partnership
- Safe Routes to School Program
- New York State Association of Chiefs of Police
- NYS Association of Traffic Safety Boards
- County Traffic Safety Boards
- New York Bicycling Coalition
- 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 must be designed to address both children and adults.

Equally important is the need to continue efforts to raise awareness and educate motorists on how to safely share the road with pedestrians and bicyclists. This includes educating motorists, pedestrians and law enforcement on New York State's Vehicle and Traffic Laws, including the pedestrian crossing laws and the 2010 law requiring drivers overtaking bicycles to pass to the left "at a safe distance" until they safely clear the bicycle.

The promotion of the use of helmets and other protective gear which have proven to be effective in reducing the severity of injuries suffered in 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.

Performance Report

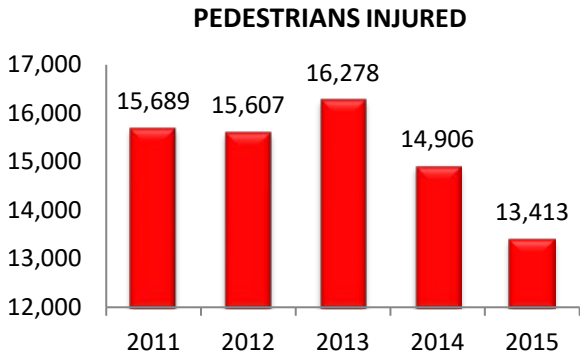
PEDESTRIAN SAFETY

The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Each year New York also sets a target for reductions in pedestrian injuries resulting from motor vehicle crashes. Based on FARS data, during the 5-year period 2011-2015, pedestrian fatalities fluctuated from a low of 264 in 2014 to a high of 336 in 2013. In 2015, 307 pedestrians were killed on New York's roadways making the reduction target of 256 set for 2017 difficult to reach.

Data from New York's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR) were used to update the status of the second performance measure related to pedestrians injured in crashes. Based on the state's crash data, there was a decrease of 18% in the

number of pedestrians injured in crashes from 2013 to 2015. In 2015, the number of pedestrians injured dropped to 13,413, far exceeding the target of 14,817 set for 2017.

*Revised based on final 2014 FARS data
Source: FARS

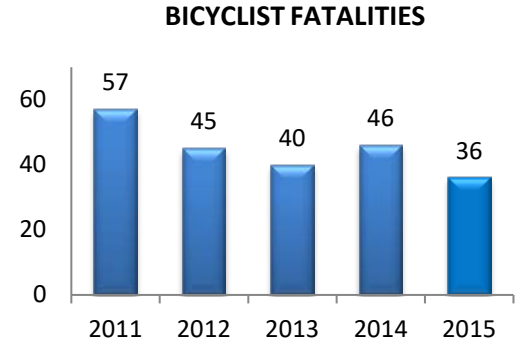


Source: NYS AIS / TSSR

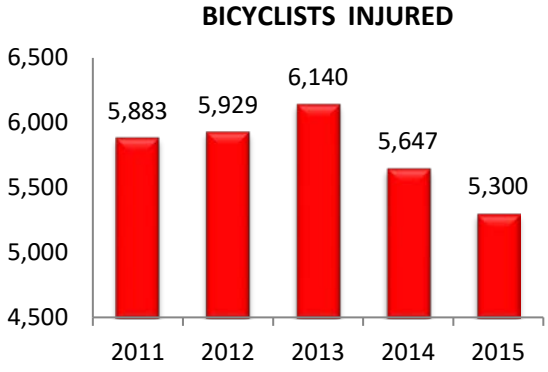
BICYCLE SAFETY

The FARS data show that the downward trend in bicyclist fatalities, after an interruption in 2014, continued in 2015 with a decrease to 36. This number exceeds the target of reducing bicyclist fatalities to 41 by the end of calendar year 2017.

In 2015 there was another sizeable drop in the number of bicyclists injured in motor vehicle crashes. Between 2013 and 2015, the number of bicyclists injured decreased from 6,140 to 5,300 (14%), below the target of 5,610 that was set for the end of calendar year 2017.



Source: FARS



Source: NYS AIS / TSSR

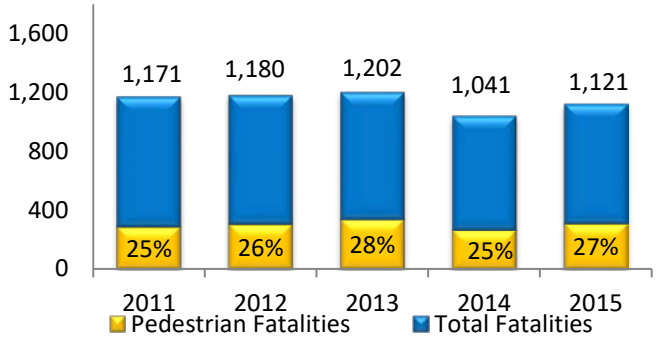
Problem Identification

Additional analyses were conducted to assist GTSC in setting priorities for the Pedestrian, Bicycle and Wheel-Sport Safety 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.

PEDESTRIAN SAFETY

In 2015, total motor vehicle fatalities in New York State increased 8% from the previous year. Since the increase in pedestrian fatalities (16%) was greater than the overall increase in motor vehicle fatalities, pedestrian fatalities as a proportion of total fatalities also increased. In 2015, pedestrian fatalities accounted for 27% of the total fatalities on New York's roadways compared to 25% in the previous year.

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES



Source: FARS

Contributing Factors and Pedestrian Actions in Pedestrian Crashes

The top three contributing factors reported in pedestrian crashes in 2015 were Driver Inattention/ Distraction (27%), Failure to Yield the Right-of-Way (26%), and Pedestrian/Bicyclist/ Other Pedestrian Error/Confusion (23%).

The pedestrians involved in crashes were most frequently hit while crossing with the traffic signal (30%). 21% were hit while crossing at a location with no signal or crosswalk, and 9% were hit while crossing against the signal.

CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS IN PEDESTRIAN CRASHES: 2015*

	2015 (N=12,679)
CONTRIBUTING FACTORS	
Driver Inattention/Distraction	26.6%
Failure to Yield Right-of-Way	26.2%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion	22.8%
Backing Unsafely	5.6%
Traffic Control Device Disregarded	3.5%
Unsafe Speed	3.4%
Alcohol Involvement	2.6%
	(N=13,219)
PEDESTRIAN ACTIONS	
Crossing, With Signal	30.4%
Crossing, No Signal or Crosswalk	21.1%
Crossing, Against Signal	8.8%
Crossing, No Signal, Marked Crosswalk	8.7%

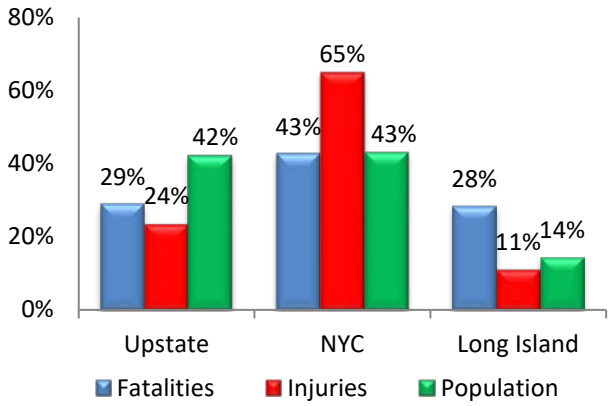
Source: NYS AIS / TSSR
**Police-reported crashes*

Analyses by Region and County

While pedestrians consistently account for one-quarter of the state's traffic fatalities each year, a particular concern for New York's pedestrian safety program is the number of pedestrian fatalities and injuries that occur in New York City.

In 2015, 43% of the state's pedestrian fatalities and 65% of the injuries occurred in New York City. In comparison, 29% of the fatalities and 24% of the injuries occurred in the Upstate region and 28% of the fatalities and 11% of the injuries occurred on Long Island.

PEDESTRIANS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2015

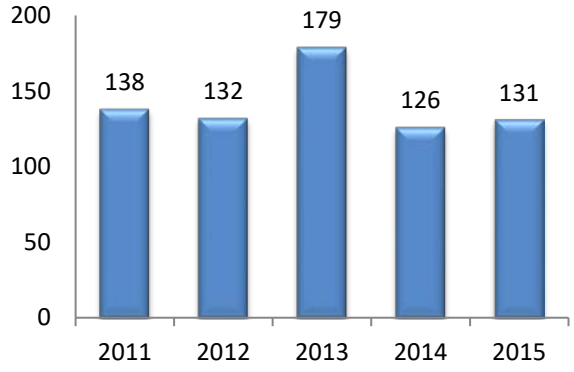


Sources: FARS, NYS AIS/TSSR and U.S. Census

When compared with the proportion of the state's population that reside in the three regions, the New York City region is overrepresented in pedestrian injuries (43% of the population vs. 65% of the injuries) while the Long Island region is overrepresented in pedestrian fatalities (14% of the population vs. 28% of the fatalities).

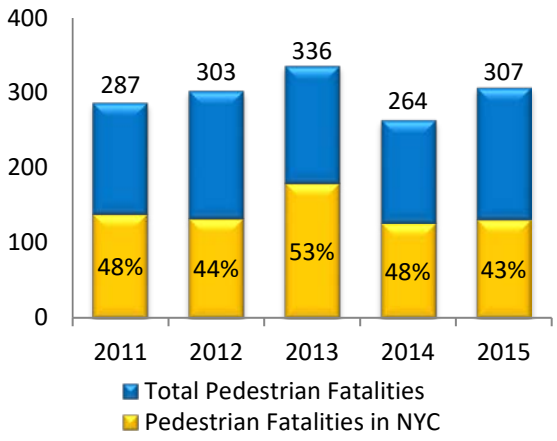
Improving pedestrian safety is a priority for both the NYC Department of Transportation and the New York Police Department which have untaken a number of activities coinciding with the City's Vision Zero initiative. Recent data on pedestrian fatalities and injuries in New York City indicate that progress has been made. As shown in the graphs below, after spiking to 179 in 2013, the number of pedestrian fatalities in New York City declined to 131 in 2015; as a result of this improvement, the proportion of the state's pedestrian fatalities that occurred in New York City also dropped from 53% in 2013 to 43% in 2015.

PEDESTRIAN FATALITIES IN NEW YORK CITY



Source: FARS

PEDESTRIAN FATALITES IN NYC AS A PROPORTION OF TOTAL PEDESTRIAN FATALITIES



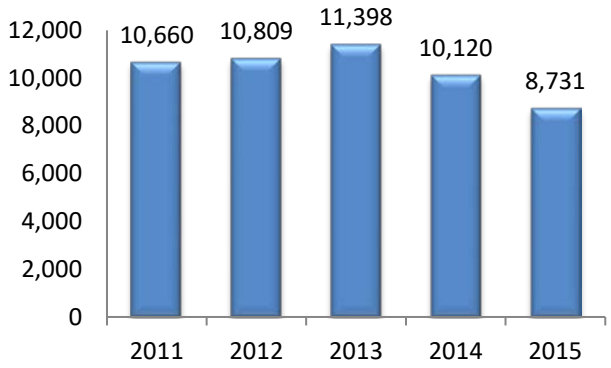
Source: FARS

Similarly, the number of pedestrians injured in New York City has been on a downward trend since 2013, decreasing 23% between 2013 and 2015: from 11,398 to 8,731.

To further identify the areas of the state where improvements have and have not occurred, additional analyses were conducted on the changes in the numbers of pedestrians killed or injured between 2014 and 2015.

As shown in the table below, statewide, there was a 10% reduction in the number of pedestrians killed or injured in 2015, compared to the previous year.

PEDESTRIANS INJURED IN NEW YORK CITY



Source: NYS AIS / TSSR

PEDESTRIANS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2014-2015

	2014	2015	% change 2014-2015
NEW YORK STATE	**15,174**	**13,734**	**-9.5%**
REGION			
Upstate	3,210	3,269	1.8%
New York City	10,247	8,866	-13.5%
Long Island	1,618	1,594	-1.5%
COUNTY			
Kings	3,402	2,884	-15.2%
New York	2,457	2,238	-8.9%
Queens	2,359	2,005	-15.0%
Bronx	1,672	1,439	-13.9%
Nassau	966	936	-3.1%

Source: NYS AIS/ TSSR

Among the three regions, the largest reduction in pedestrians killed or injured was in New York City (14%). The Upstate region experienced a small increase of 2%, and Long Island had a small decrease of 2%.

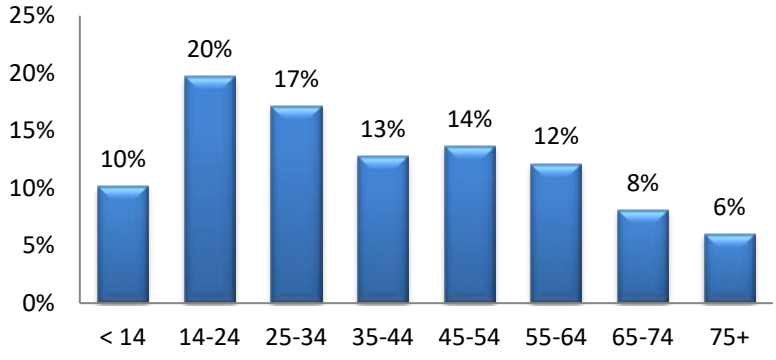
The counties listed in the table have consistently ranked among those with the highest numbers of pedestrians killed or injured in crashes.

In 2014, more pedestrians were killed or injured in Kings County than in the entire Upstate region; this was not the case in 2015. Of the top five high-risk counties, three had reductions greater than the statewide reduction of 10%: Kings (15%), Queens (15%) and Bronx (14%).

Analyses by Age

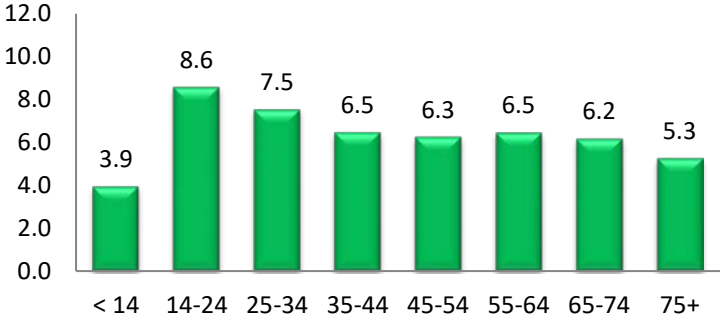
Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. In 2015, pedestrians 14-24 years of age accounted for 20% of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.

PEDESTRIANS KILLED OR INJURED IN CRASHES BY AGE: 2015



Source: NYS AIS / TSSR

PEDESTRIANS KILLED OR INJURED PER 10,000 POPULATION BY AGE: 2015



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 14-24 year old age group had the highest rate of pedestrians killed or injured in 2015 (8.6/10,000 population), followed by the 25-34 age group (7.5/10,000 population).

After the 14-24 age group, the number of pedestrians killed and injured per 10,000 population generally declined with each subsequent age group.

BICYCLE SAFETY

Analyses by Region

New York City is also an area of concern for bicycle crashes. In 2015, 59% of the bicyclist fatalities and injuries in crashes involving motor vehicles occurred in New York City compared to 27% in the Upstate region and 14% 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 (59% vs. 43% of the population).

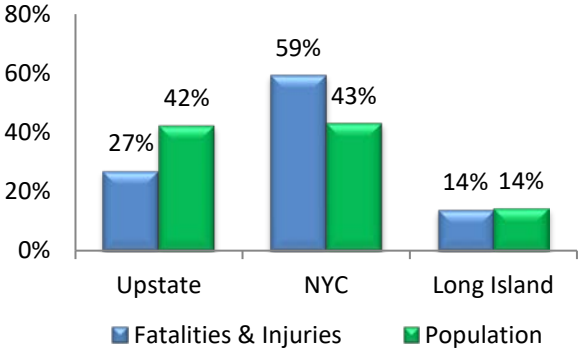
As shown in the table below, statewide there was a 6% reduction in bicyclists killed or injured between 2014 and 2015.

BICYCLISTS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2014-2015

	2014	2015	% change 2014-2015
NEW YORK STATE	**5,694**	**5,336**	**-6.3%**
REGION			
Upstate	1,441	1,450	0.6%
New York City	3,471	3,169	-8.7%
Long Island	762	717	-5.9%
COUNTY			
Kings	1,342	1,138	-15.2%
New York	1,055	1,017	-3.6%
Queens	638	571	-10.5%
Bronx	377	398	5.6%
Suffolk	404	370	-8.4%

Source: NYS AIS / TSSR

BICYCLIST FATALITIES & INJURIES COMPARED TO POPULATION BY REGION: 2015



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

Similar to pedestrians, among the three regions, the largest reduction in bicyclists killed or injured was in New York City (9%). The Upstate region experienced a slight increase of less than 1%, and Long Island had a decrease of 6%.

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

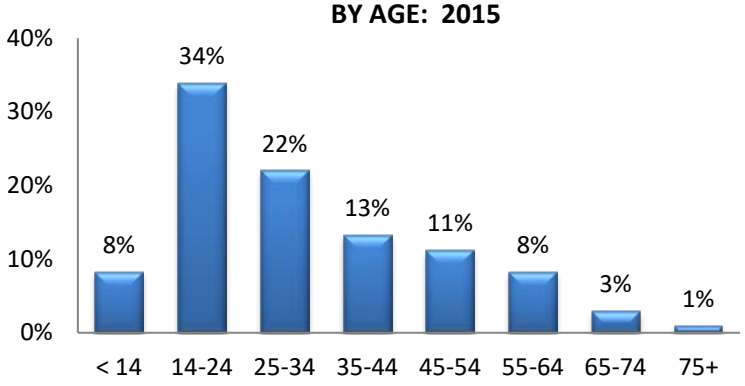
Of the top five high-risk counties, three had reductions greater than the statewide reduction rate of 6%: Kings (15%), Queens (11%) and Suffolk (8%). Bronx was the only high-risk county that had an increase (6%) in bicyclists killed or injured.

Based on the population in each region, in 2015, there were 3.7 bicyclist fatalities and injuries per 10,000 population in New York City, 2.5 per 10,000 population on Long Island and 1.7 per 10,000 population in the Upstate region.

Analyses by Age

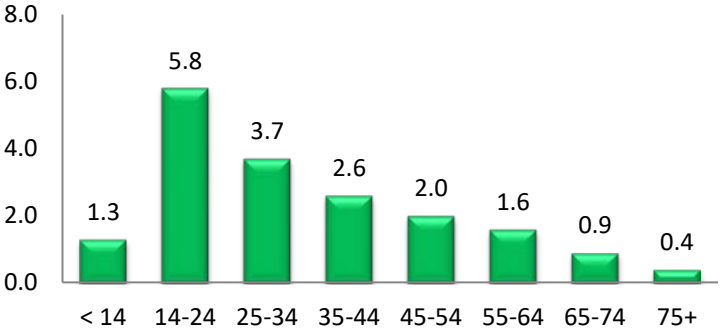
Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. In 2015, bicyclists in the 14-24 age group made up the largest proportion of those killed or injured in crashes (34%). Bicyclist fatalities and injuries declined with each subsequent age group.

BICYCLISTS KILLED OR INJURED IN CRASHES BY AGE: 2015



Source: NYS AIS / TSSR

BICYCLISTS KILLED OR INJURED PER 10,000 POPULATION BY AGE: 2015



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

When population figures were used to normalize the bicyclist fatality and injury data for each age group, the results in the chart above were confirmed. The 14-24 year old age group had a substantially higher rate of bicycle fatalities and injuries (5.8/10,000 population) than any other age group in 2015.

FFY 2018 Performance Targets

- To reduce pedestrian fatalities 3 percent from the 2011-2015 calendar base year average of 299 to 290 by December 31, 2018
- To reduce the number of pedestrians injured in traffic crashes 2 percent from 13,413 in 2015 to 13,145 by December 31, 2018
- To reduce bicyclist fatalities 25 percent from the 2011-2015 calendar base year average of 45 to 35 by December 31, 2018
- To reduce the number of bicyclists injured in traffic crashes 2 percent from 5,300 in 2015 to 5,194 by December 31, 2018

FFY 2018 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Pedestrian, Bicycle and Wheel-Sport Safety applications, project selection and the negotiation and award of grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Project proposals for Pedestrian, Bicycle and Wheel-Sport Safety strategies are also assessed for their impact on the targeted population identified in the grant and consideration is given to focus communities that have been identified in New York's new Pedestrian Safety Action Plan.

Proposals for Pedestrian, Bicycle and Wheel-Sport Safety projects are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below.

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Pedestrian, Bicycle and Wheel-Sport Safety program area. For each strategy, a reference to the supporting research or other justification is provided. Projects are listed under each strategy.

Strategy PS-1: Education, Communication and Outreach

Programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement and raise public awareness among motorists who share the road with these user groups will continue to be emphasized in FFY 2018.

For supporting research, refer to the discussion of "Share the Road" Awareness Programs, p. 9-35 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Public Awareness of Pedestrian & Bicycle Safety
PROJECT NUMBER: PS-2018-001
BUDGET: $360,000
PROJECT DESCRIPTION:

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 continue to be funded. These projects may include public awareness campaigns and the distribution of informational materials that promote messages such as "See! Be Seen!", "Respect", "Share the Road" and "Coexist" among all highway users and encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $200,000	402PS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$200,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $160,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$81,000	$160,000

PROJECT TITLE: Training, Workshops and Symposia on Pedestrian & Bicycle Safety
PROJECT NUMBER: PS-2018-002
BUDGET: $120,000
PROJECT DESCRIPTION:

Workshops, symposia and training programs that educate participants on pedestrian and bicycle issues will be considered for funding under this project. Programs such as the Walk-Bike NY symposia series 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 are training programs presented jointly by several partner agencies and organizations.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $30,000	402PS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$30,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $90,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$44,550	$90,000

Strategy PS-2: Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter Use and Skateboarding Safety

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.

For supporting research, refer to the discussion of Elementary-Age Child Pedestrian Training, pp. 8-18 to 8-21; Safe Routes to School, pp. 8-22 to 8-24 and 9-14 and 9-15; Bicycle Safety Education for Children, pp. 9-16 to 9-18; Cycling Skills Clinics, Bike Fairs, Bike Rodeos, p. 9-19; and Promote Bicycle Helmet Use with Education, pp. 9-28 and 9-29 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Local Pedestrian & Bicycle Safety Education Programs
PROJECT NUMBER: PS-2018-003
BUDGET: $600,000
PROJECT DESCRIPTION:

Community-based organizations that provide 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 project. Local agencies and community organizations eligible for funding under this project include police departments, public health agencies and other 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 and on Long Island. Educational programs in those areas will continue to be funded. Pedestrian safety programs in communities outside New York City that are identified as "focus communities" in the state's Pedestrian Safety Action Plan (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.

Pedestrian safety education programs may focus on different age groups and may be delivered through schools, senior citizen centers, community centers, hospitals and other local agencies and organizations. Programs that teach children safe pedestrian crossing skills and coordinated projects delivered at the local level such as New York's "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, will be supported.

Bicycle safety programs in downstate communities and in other areas of the state where the data show that bicyclists are at risk will also be supported through this project. Examples of educational programs and activities to 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 and Safe Routes to School programs would also be supported through this project.

Support will also be provided for programs conducted by statewide coalitions such as the New York Bicycling Coalition which has developed a number of educational initiatives and materials to improve bicycling and pedestrian safety among both adults and children.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $400,000	402PS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$400,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $200,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$101,250	$200,000

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

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.

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

PROJECT TITLE: Collaborative Approaches to Improving Pedestrian & Bicycle Safety
PROJECT NUMBER: PS-2018-004
BUDGET: $240,000
PROJECT DESCRIPTION:
Under this project, state and local agencies may be funded for cooperative approaches to develop and implement pedestrian and bicycle safety programs. 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 have included Routes 59 and 45 in the Village of Spring Valley, Hempstead Turnpike on Long Island, Central Avenue in Albany and Route 7 in Troy. These projects are chosen through a data-driven process that may include a special Walk-Bike assessment.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$240,000

Strategy PS-4: Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter 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.

For supporting research regarding the effectiveness of enforcement in reducing unsafe behaviors by both pedestrians and motorists and increasing compliance with traffic laws, refer to the discussion of Targeted Enforcement, pp. 8-36 to 8-37 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Enforcement Efforts to Improve Pedestrian Safety
PROJECT NUMBER: PS-2018-005
BUDGET: $350,000
PROJECT DESCRIPTION:
Under this project, jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities will be eligible for funding to conduct high-visibility pedestrian safety education 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 high risk for pedestrian and motor vehicle crashes.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h	FHPE	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$178,200	$350,000

Strategy PS-5: Research, Evaluation and Analytical Support for New York's Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program

Research and evaluation activities that support the state's comprehensive Pedestrian, Bicycle and Wheel-Sport Safety program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results.

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

PROJECT TITLE: Research on Pedestrian & Bicycle Safety
PROJECT NUMBER: PS-2018-006
BUDGET: $30,000
PROJECT DESCRIPTION:
Under this project, 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$10,000

PEDESTRIAN, BICYCLE & WHEEL-SPORT SAFETY FFY 2018 BUDGET SUMMARY			
Strategy/Project Number	**Strategies and Projects**	**Budget Amount**	**Source**
PS-1	**Education, Communication & Outreach**		
PS-2018-001	Public Awareness of Pedestrian and Bicycle Safety	**$ 360,000**	**402/405h**
PS-2018-002	Training, Workshops & Symposia on Pedestrian & Bicycle Safety	**120,000**	**402/405h**
PS-2	**Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter & Skateboarding Safety**		
PS-2018-003	Local Pedestrian & Bicycle Safety Education Programs	**600,000**	**402/405h**
PS-3	**Cooperative Approaches to Improving Ped & Bicycle Safety**		
PS-2018-004	Collaborative Approaches to Improving Ped & Bicycle Safety	**240,000**	**402**
PS-4	**Enforcement of Traffic Violations**		
PS-2018-005	Enforcement Efforts to Improve Pedestrian Safety	**350,000**	**405h**
PS-5	**Research, Evaluation & Analytical Support for New York's Performance-Based Pedestrian, Bicycle & Wheel-Sport Safety**		
PS-2018-006	Research on Pedestrian & Bicycle Safety	**30,000**	**402**
	TOTAL 402	**$ 900,000**	
	TOTAL 405h Nonmotorized Safety	**$ 800,000**	
	TOTAL ALL FUNDS	**$ 1,700,000**	

OCCUPANT PROTECTION

Overview

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

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 campaign in 2002 and continues to participate in the highly effective national seat belt enforcement mobilizations. GTSC will once again promote statewide participation by law enforcement agencies in the national Click It or Ticket campaign that will be conducted in May 2017.

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 2016, use matched the rate of 92% achieved for the first time in 2015. Because of this high use rate, identifying and directing efforts toward the high-risk groups that comprise the 8%-10% who do not comply with the law will continue to be a major focus of the program in FFY 2018.

Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's Occupant Protection Program. A variety of efforts are undertaken to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles through GTSC's Child Passenger Safety (CPS) mini-grant program. Each year, GTSC supports approximately 155 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 2018, 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.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Occupant Protection Program. The estimated highway safety funding budgeted for each occupant protection strategy and project is presented in the table on page 107.

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

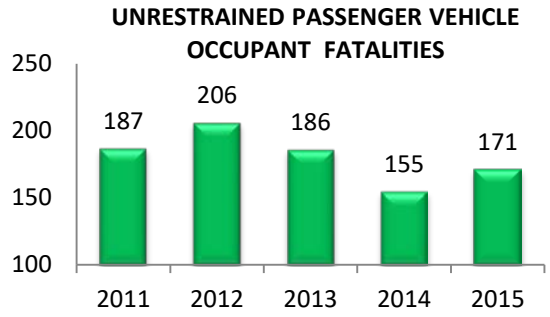
most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- 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
- Car Dealerships
- Safe Kids Worldwide
- County Traffic Safety Boards

Performance Report

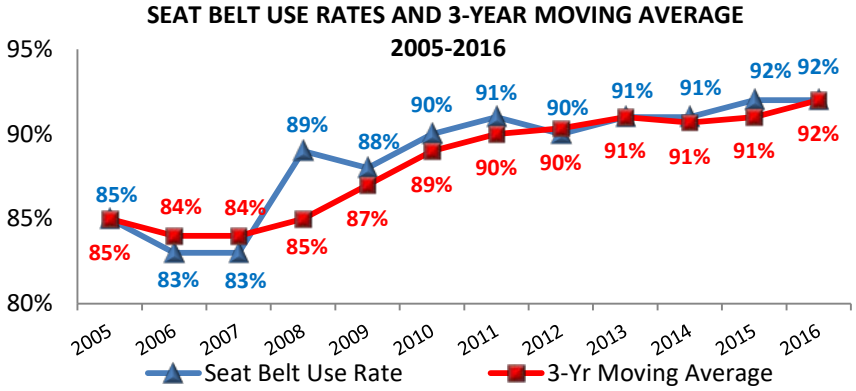
The core outcome measure for tracking progress in the Occupant Protection Program is unrestrained passenger vehicle occupant fatalities and the core behavioral measure is the observed seat belt use rate.

Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities was on a downward trend from 2012 to 2014, declining from 206 to 155. Because of the increase to 171 in 2015, the target of 152 set for the end of calendar year 2017 may be difficult to reach.



Source: FARS

Based on the 2016 statewide observation survey of seat belt use, New York's usage rate was estimated at 92%, matching the historic high observed in 2015.



Source: NYS Annual Seat Belt Observation Surveys

With this most recent survey, New York has sustained a statewide use rate of 90% or above for the past six years and has made progress toward the target of 93% set for 2017.

Problem Identification

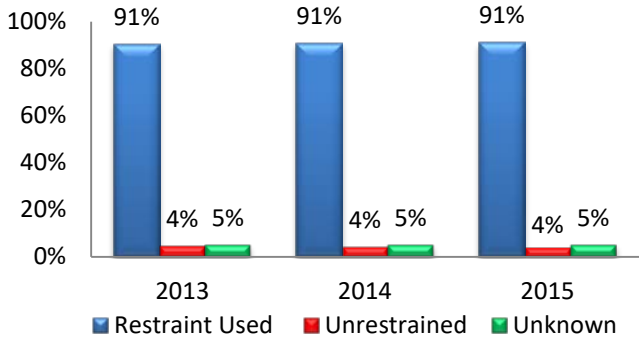
Additional data analyses were conducted to assist GTSC in setting priorities for the Occupant Protection Program and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are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

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 2013-2015, 91% of the front seat occupants killed or injured in crashes in New York State were reported to be restrained.

RESTRAINT USE OF FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES*

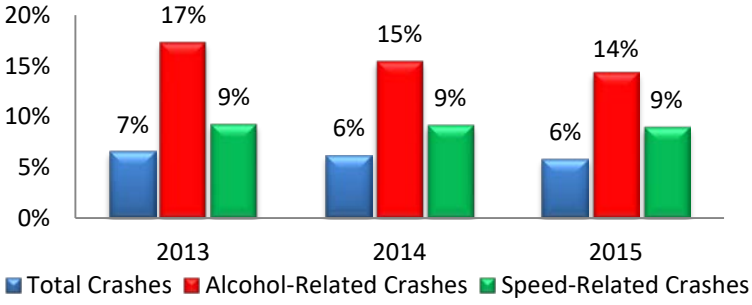


*Police-reported Crashes
Source: NYS AIS / TSSR

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.

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



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

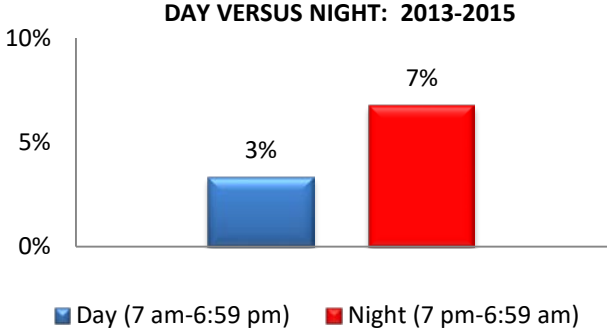
Over the three-year period 2013-2015, the proportion of all occupants killed or injured in alcohol-related crashes who were unrestrained declined somewhat from 17% to 14%. The proportion of occupants killed or injured in speed-related crashes who were not using a safety restraint remained steady at 9%. In comparison, 6%-7% of the occupants killed or injured in all crashes were unrestrained.

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 2013-2015, 7% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 3% during the day.

UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: DAY VERSUS NIGHT: 2013-2015

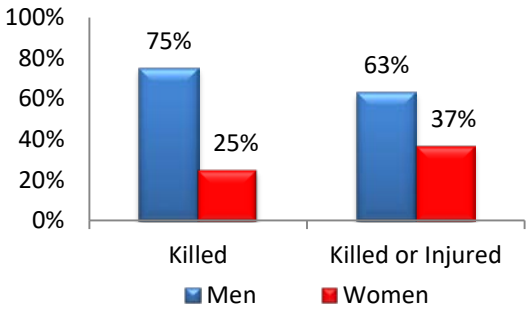


Source: NYS AIS

Analyses of Seat Belt Use by Gender

Differences in restraint use by gender were also found among front seat occupants who were killed or injured in crashes. According to police-reported restraint use in crashes, unrestrained occupants who were killed in crashes were more than three times as likely to be male (75% vs. 25%); among the unrestrained occupants who were killed or injured, 63% were men and 37% were women.

GENDER OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2013-2015



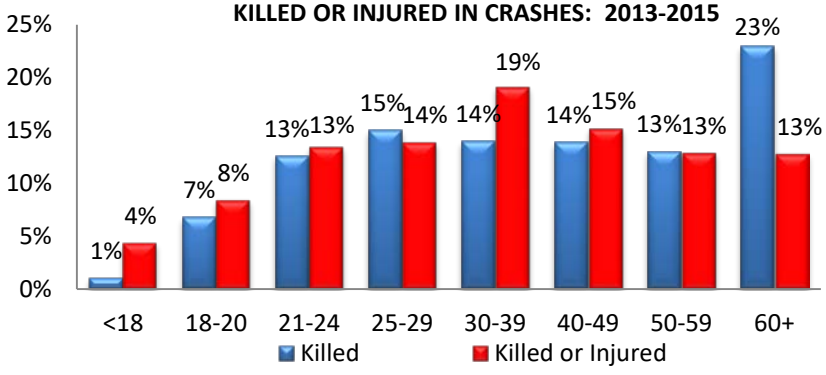
Source: NYS AIS

The difference in restraint use among men and women was reinforced in the Driver Behavior Surveys conducted at five DMV offices in 2012-2016. Self-reported restraint use among men ranged from 82% to 84%, compared to 88%-91% among women.

Analyses of Seat Belt Use by Age

The unrestrained front seat occupants who were killed in crashes over the three-year period 2013-2015 were most likely to be 60 years of age or older (23%). The greater severity of the injuries suffered by older motorists who are involved in crashes is likely to contribute to their higher fatality numbers.

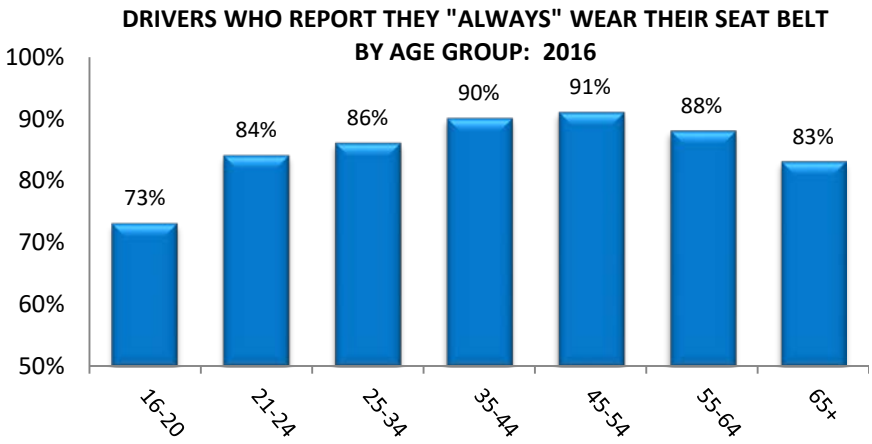
AGE OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2013-2015



Source: NYS AIS

When the unrestrained front seat occupants who are injured are combined with those killed, the largest proportion of these occupants were the 30-39 age group (19%).

In the most recent Driver Behavior Survey conducted in 2016, self-reported restraint use increased with age for drivers up to age 55; 91% of the drivers ages 45-54 reported that they always buckle up. The smallest proportions of drivers reporting they always wear their seat belt were drivers under age 21 (73%) and drivers age 65 and older (83%).

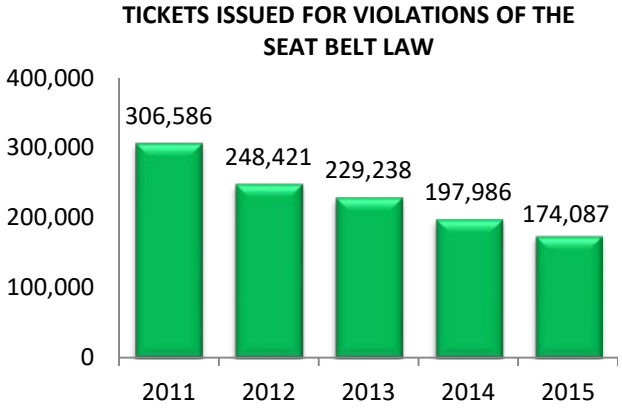


Source: 2016 Driver Behavior Survey

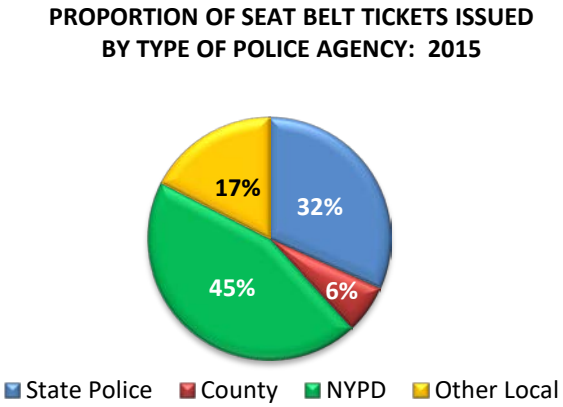
Analyses of Tickets

The number of seat belt tickets issued continued on a downward trend in 2015. Compared to 2011 when 306,586 tickets were issued for seat belt violations, 174,087 tickets were issued in 2015, a decrease of 43%. It is likely that the sustained high use rate in New York, reductions in highway safety funding and competing priorities for enforcement resources have all contributed to the decline in the number of tickets issued.

In 2015, 45% of the tickets for seat belt violations were issued by the New York City Police Department (NYPD), the State Police issued 32%, and other local and county police agencies issued 17% and 6%, respectively.

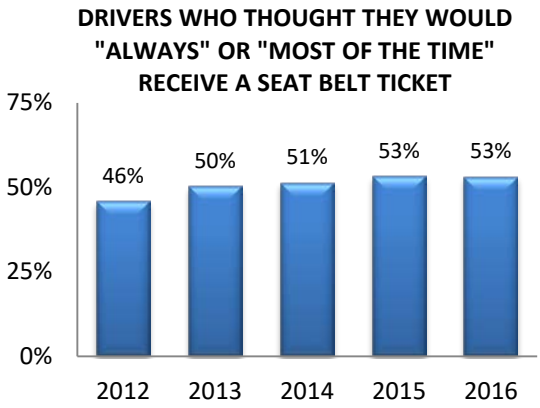


Sources: NYS TSLED and TVB Systems / TSSR



Sources: NYS TSLED and TVB Systems / TSSR

Although the downward trend in the number of seat belt tickets issued has continued, results from the annual Driver Behavior Surveys indicate that the perception of risk of getting a seat belt ticket has been sustained. In 2016, 53% of the drivers thought that they would receive a ticket "always" or "most of the time" if they were not wearing a seat belt.



Source: 2012-2016 Driver Behavior Surveys

FFY 2018 Performance Targets

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8 percent from the 2011-2015 calendar base year average of 181 to 167 by December 31, 2018
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from the 2011-2015 calendar base year average of 91% to 93% by December 31, 2018

FFY 2018 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Occupant Protection applications, project selection and the negotiation and award of grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Proposals for Occupant Protection projects are also assessed for their efforts to address the high-risk groups that make up the 8%-10% 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 if the organization has a "Safe Kids" certified technician to carry out grant activities, if the agency demonstrates understanding of their community demographics for effective outreach, and if underserved populations qualify for the receipt of child safety seats under the Low-Income Education and Distribution Program.

All applications for Occupant Protection grant funding are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication or the NHTSA's *Uniform Guidelines for State Highway Safety Programs*. These strategies are described below.

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 For each strategy, a reference to the supporting research or other justification is provided. Projects are listed under each strategy.

Strategy OP-1: Seat Belt Enforcement

The effectiveness of high visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2018, GTSC will continue to implement this countermeasure through its Buckle Up New York (BUNY) enforcement program and will participate in the national Click It or Ticket (CIOT) mobilization in May.

During the two-week mobilization in May 2016, nearly 26,000 seat belt tickets and over 2,500 child restraint tickets were issued, a slight increase over 2015.

TICKETS ISSUED DURING THE MAY 2015 AND 2016 BUNY/CIOT MOBILIZATIONS

	May 18-31, 2015	May 23-June 5, 2016
Tickets for Seat Belt Violations	24,882	25,643
Tickets for Child Restraint Violations	2,462	2,569
Total Safety Restraint Tickets Issued	**27,344**	**28,212**

All other enforcement efforts under the Occupant Protection Program will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and page 41 of the HSSP.

For supporting research, refer to the discussion of Short-Term High Visibility Seat Belt Law Enforcement, pp. 2-15 to 2-16; Combined Seat Belt and Alcohol Enforcement, Nighttime, pp. 2-17 and 2-18; and Sustained Enforcement, p. 2-19 in Countermeasures That Work, 8th Edition, 2015. In addition, refer to Highway Safety Program Guideline No. 20: Occupant Protection, Section III. Enforcement Program in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT NAME: Participation in National Click It or Ticket Mobilization
PROJECT NUMBER: OP-2018-001
BUDGET: $1,000,000

PROJECT DESCRIPTION:

New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection. In FFY 2018, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 21-June 3, 2018; all police agencies receiving GTSC funding for seat belt enforcement 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 perform roll call video training
- Conduct high visibility, zero tolerance enforcement using checkpoints, saturation patrols, and when possible include nighttime enforcement and collaborative interagency efforts
- Focus on low-use groups based on geography, demographics and other factors

While grant funding supports the participation of a large number of police agencies, nearly every police agency in the state actively supports the Click It or Ticket campaign and the annual seat belt enforcement mobilization. New York and Vermont also participate in a cooperative "Border to Border" seat belt enforcement effort.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $170,000	402OP	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$170,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $830,000	M1*PT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$2,272,125	$726,000

PROJECT NAME: Combined Enforcement
PROJECT NUMBER: OP-2018-002
BUDGET: $980,000

PROJECT DESCRIPTION:

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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $100,000	402OP	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$100,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $880,000	M1*PT	State and local agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$2,409,000	$770,000

Strategy OP-2: Communications and Outreach

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.
For supporting research, refer to the discussion of Communications and Outreach Supporting Enforcement, p. 2-20 and Communications and Outreach Strategies for Low-Belt-Use Groups, pp. 2-21 to 2-23 in Countermeasures That Work, 8th Edition, 2015. See also Highway Safety Program Guideline No. 20: Occupant Protection, Section IV. Communication Program in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT NAME: PI&E Support for Enforcement Efforts
PROJECT NUMBER: OP-2018-003
BUDGET: $640,000
PROJECT DESCRIPTION:
GTSC will continue to support communications, outreach and other public information and education efforts to publicize high visibility enforcement mobilizations including those 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,752,000	$560,000

PROJECT NAME: Education of the General Public and High-Risk Groups
PROJECT NUMBER: OP-2018-004
BUDGET: $400,000

PROJECT DESCRIPTION:

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 trailers and rollover simulators to demonstrate to various groups the importance of seat belt use in crashes, and special activities for young drivers such as "Battle of the Belts" competitions. 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,095,000	$350,000

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 correct 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 child passenger safety program is demonstrated by the designation of a GTSC staff member to serve as a full-time Statewide CPS Coordinator. New York's Child Passenger Safety Advisory Board which is comprised of a representative from each of the state's 14 designated Child Passenger Safety 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 Child Passenger Safety (CPS) mini-grant program. Mini-grants are available in the following categories: Child Passenger Safety Inspection Stations; CPS Awareness Classes; Child Safety Seat Check Events; and Child Safety Seat Distribution Programs. 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 inspection station during the posted hours of operation and at each seat check event that is held. In their funding applications, grantees must identify the target population they are addressing supported by data and other documentation and provide an action plan. Local programs must demonstrate that they are providing CPS services 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 333 CPS mini-grants throughout the state in FFY 2017 and 355 applications for mini-grants were received in FFY 2018.

Source: Refer to Highway Safety Program Guideline No. 20: Occupant Protection, Section V. Occupant Protection for Children Program in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

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.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Older Children, pp. 2-28 and 2-29 and Communications and Outreach Strategies for Child Restraint and Booster Seat Use, pp. 2-30 and 2-31 in Countermeasures That Work, 8th Edition, 2015. In addition, refer to Highway Safety Program Guideline No. 20: Occupant Protection, Section IV. Communication Program in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT NAME: New York State Child Passenger Safety Program Support
PROJECT NUMBER: OP-2018-005
BUDGET: $200,000
PROJECT DESCRIPTION:
A GTSC staff member serves as New York's Child Passenger Safety 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 updated news on child passenger safety issues is posted on the GTSC website and is disseminated through the CPS Advisory Board. The CPS Advisory Board also coordinates statewide events such as National Seat Check Saturday during National Child Passenger Safety Week held in September each year.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$547,500	$175,000

PROJECT NAME: Statewide Child Passenger Safety Public Information and Outreach
PROJECT NUMBER: OP-2018-006
BUDGET: $380,000
PROJECT DESCRIPTION:
GTSC funds statewide communication and outreach efforts that extend into every county in the state to increase public awareness of child passenger safety issues. These efforts include Child Passenger Safety Education and Support, by the New York State Police, and CPS Statewide Training and participation in National CPS Week, by the NYS Association of Traffic Safety Boards.

GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of child safety seat, booster seat, and seat belt use; the correct installation and use of the various systems; the types of restraint systems that are appropriate for children of different ages, heights and weights; and the importance of having children age 12 and under ride in the rear seat. GTSC will serve as the conduit to disseminate educational materials related to updates and recalls pertaining to child restraints, as well as maintain a constant channel to promote public awareness of the state's mandated occupant protection requirements for children from birth through age sixteen.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,040,250	$332,500

PROJECT NAME: Child Passenger Safety Awareness Classes
PROJECT NUMBER: OP-2018-007
BUDGET: $300,000
PROJECT DESCRIPTION:
On the local level, GTSC will continue to enhance Child Passenger Safety education through the availability of CPS mini-grants for local agencies to conduct awareness training sessions that offer educational programs on child passenger safety issues. The major emphasis of these educational programs will be to train parents, caregivers and others who transport children to do it safely by using the right seat for the child installed the right way. 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, and social service 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 child passenger safety information throughout every region of the state and to diverse populations within each region. In FFY 2017, 39 agencies received funding to conduct CPS awareness classes; 35 applications have been received for mini-grant funding in FFY 2018.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$821,250	$262,500

Strategy OP-4: Child Safety Seat Inspection Stations

New York continues to maintain an active network of child safety seat inspection stations across the state. As of May 1, 2017, there are a total of 292 inspection stations operating in New York. In addition to those inspection stations supported through mini-grants awarded by GTSC (115 in FFY 2017), stations with other sources of funding are included. In addition to the local programs, the New York State Police operate 33 inspection stations statewide.

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

These inspection stations which are located in fire stations, police stations, hospitals and other permanent locations offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. GTSC requires that child restraint inspection stations be staffed by CPS Technicians and/or Instructors with current certification status to ensure that the standards of the program are maintained.

For supporting research, refer to the discussion of Inspection Stations, pp. 2-33 and 2-34 in Countermeasures That Work, 8th Edition, 2015.

Population Covered by New York's Network of Inspection Stations

New York's 292 inspection stations are located throughout the state; 60 of the state's 62 counties have at least one inspection station. Based on the U.S. Census, 99.5% of New York's population resides in the 60 counties with inspection stations.

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 shows, a total of 205 inspection stations are located in urban counties and 87 are in rural counties. Even though the state's rural population comprises only 12% of the total population, three out of ten inspection stations are located in rural areas 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 indicates the number of inspection 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 and the availability of bilingual technicians.

To further indicate the extent to which car seat distribution programs are available to meet the needs of low-income families in the state, the table also indicates the counties that operate these programs with funding from GTSC. In FFY 2017, 76 mini-grants were awarded for low-income car seat distribution programs; 50 of the state's 62 counties currently have at least one distribution program.

New York State Inspection Stations Serving Rural Counties, Low Income and Minority Populations

County	Total Population	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Low Income Car Seat Dist. Programs
				Urban	Rural	Minority	Low Income	
Albany	304,204	90.3%		8		2	6	1
Allegany	48,946		78.7%		2		2	2
Bronx	1,385,108	100.0%		1		1	1	
Broome	200,600	73.9%		2		1	4	1
Cattaraugus	80,317		61.8%		3			1
Cayuga	80,026		55.8%		2			1
Chautauqua	134,905	56.1%		6			6	1
Chemung	88,830	75.8%		2			1	
Chenango	50,477		83.4%		2		2	1
Clinton	82,128		64.2%		7		2	
Columbia	63,096		73.3%		2			2
Cortland	49,336	55.7%		2			2	2
Delaware	47,980		78.4%		2		1	1
Dutchess	297,488	74.6%		17				2
Erie	919,040	90.6%		8				1
Essex	39,370		74.9%		7			
Franklin	51,599		62.7%		3		3	2
Fulton	55,531		50.4%		0			1
Genesee	60,079		59.9%		4			
Greene	49,221		73.1%		2			
Hamilton	4,836		100.0%		2			1
Herkimer	64,519		51.8%		1		1	1
Jefferson	116,229	52.0%		1			1	2
Kings	2,504,700	100.0%		2			1	1

County	Total Population	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Low Income Car Seat Dist. Programs
				Urban	Rural	Minority	Low Income	
Lewis	27,087		86.8%		1			1
Livingston	65,393		54.7%		10		1	3
Madison	73,442		58.9%		1		1	1
Monroe	744,344	93.6%		15			13	3
Montgomery	50,219	59.1%		1			1	1
Nassau	1,339,532	99.8%		10			2	1
New York	1,585,873	100.0%		4		2	2	1
Niagara	216,469	77.6%		6				3
Oneida	234,878	67.0%		9		2	9	5
Onondaga	467,026	87.4%		11		2	8	1
Ontario	107,931	52.5%		8				1
Orange	372,813	77.7%		11		3	2	2
Orleans	42,883		60.9%		2		2	
Oswego	122,109		61.8%		6		6	1
Otsego	62,259		70.6%		1			1
Putnam	99,710	79.5%		4				1
Queens	2,230,722	100.0%		4		4	4	2
Rensselaer	159,429	69.5%		3			1	2
Richmond	468,730	100.0%		2				
Rockland	311,687	99.3%		8		2	3	1
Saratoga	219,607	70.0%		7				1
Schenectady	154,727	91.8%		8				2
Schoharie	32,749		82.8%		0			1
Schuyler	18,343		81.2%		1			
Seneca	35,251		58.7%		3			
St. Lawrence	111,944		62.0%		3		3	
Steuben	98,990		60.4%		4		4	1
Suffolk	1,493,350	97.4%		13		2		2
Sullivan	77,547		74.2%		1		1	1
Tioga	51,125		65.7%		2	1		1
Tompkins	101,564	56.7%		2			2	1
Ulster	182,493	54.0%		9				3
Warren	65,707	66.1%		3				1
Washington	63,216		67.9%		2			1
Wayne	93,772		60.7%		5	1		2
Westchester	949,113	96.7%		18		1		3
Wyoming	42,155		64.1%		4			1
Yates	25,348		71.2%		2		2	
TOTAL	**19,378,102**	**87.9%**	**12.1%**	**205**	**87**	**24**	**100**	**76**
Source: U.S. 2010 Census Urban and Rural Classification (https://www.census.gov/geo/reference/urban-rural.html)								
Note: Counties classified as Rural are highlighted in blue.								

Outreach to Underserved Populations

While the vast majority of New York's population resides in counties with active child restraint inspection stations and approximately one-third 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 inspection services to rural, low-income, minority and other underserved populations is to bring the inspection station to

them. Each year, the GTSC provides funding for storage trailers that double as mobile fitting stations to make child restraint inspections 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 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 inspection stations have technicians on staff who are bilingual. To date, 58 of the certified technicians in New York State are bilingual in English and Spanish. Traditional inspection stations are not always practical or effective in serving the needs of the diverse communities in New York State. Another strategy to increase accessibility for diverse groups is to encourage the establishment of inspection 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. Child passenger safety (CPS) education and child restraint 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 its existing pool of CPS Technicians completes their recertification requirements and 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 are 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 child safety seats that has proven to be very successful with the population it serves. In FFY 2016 the MVRCR provided 184 child restraints to low-income families and in the first half of FFY 2017, 45 seats were distributed.

- ***Albany County Department of Public Works***

  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 child passenger safety programs. Many parents do not have child safety seats and those who do often find the training challenging due to language barriers and other factors. In addition, many immigrant and refugee families share vehicles, so 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 safety seats are provided free of charge to low-income families who do not have an appropriate seat for their child. FFY 2016 marked the 20th anniversary of the low-income program in Albany County which distributed 561 child restraints during the year. At the mid-year mark of FFY 2017, the agency had distributed 229 seats to low-income and mainly refugee families.

- ***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 child passenger safety include the establishment of a child safety seat inspection station in Salamanca, New York, to provide services to the Seneca Nation of Indians. Ardent distributed 106 child safety seats in FFY 2016 and 58 seats to date in FFY 2017. In addition to continuing to operate the inspection station, Ardent Solutions will provide ongoing occupant protection awareness training in FFY 2018.

Children with Special Needs

The establishment of additional special needs inspection 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 inspection stations outside of a hospital setting are able to assist families with special needs children. Currently, New York has 39 certified technicians who have completed the special needs training.

PROJECT NAME: Child Safety Seat Inspection Stations
PROJECT NUMBER: OP-2018-008
BUDGET: $450,000
PROJECT DESCRIPTION:
The projects in this area are funded through mini-grants awarded by GTSC for the operation of inspection stations. To receive funding, grantees must have certified technicians available to staff the inspection station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which are used to bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's Child Passenger Safety Program into areas where access to CPS education and instruction was previously lacking. 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 2017, GTSC awarded 115 mini-grants for the operation of inspection stations; 129 applications have been received for mini-grant funding in FFY 2018.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,231,875	$394,000

Strategy OP-5: Car Seat Check Events

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

For supporting research, refer to the discussions of Communications and Outreach Strategies for Child Restraint and Booster Seat Use, pp. 2-30 and 2-31 and Inspection Stations, pp. 2-33 and 2-34 in Countermeasures That Work, 8th Edition, 2015.

PROJECT NAME: Car Seat Check Events
PROJECT NUMBER: OP-2018-009
BUDGET: $450,000
PROJECT DESCRIPTION:
The projects in this area are funded through mini-grants awarded by GTSC to conduct child passenger safety check events. In FFY 2017, 103 agencies were approved to conduct car seat check events; 121 applications for FFY 2018 mini-grant funding have been received.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,231,875	$394,000

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

The availability of a large pool of persons with the training, knowledge and skills to identify when a child safety seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers is essential to sustaining the state's child passenger safety program. Persons interested in becoming certified child passenger safety technicians must complete a three- or four-day Standardized Child Passenger Safety Technician Course provided by Safe Kids. 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).

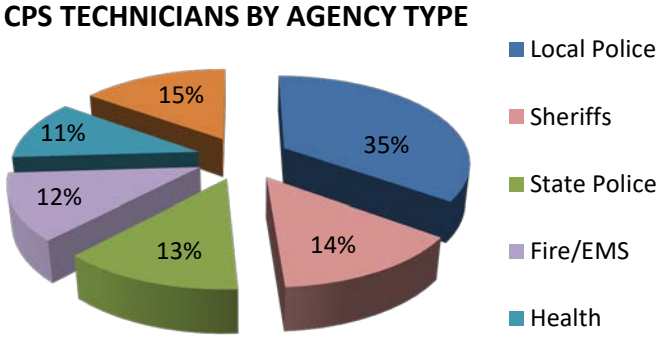
GTSC provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as update training classes. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes. CPS technicians are also able to earn continuing education units toward their recertification by attending the workshops presented at the Regional Child Passenger Safety Technical and Training Conferences that rotate among Connecticut, New Jersey, New York and Pennsylvania. 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. As a result of these efforts to retain its certified technicians, New York has maintained a recertification rate that exceeds the national average.

Certified CPS technicians are encouraged to participate in car seat check events during the year and to maintain their skills by installing child safety seats in other settings. Technicians are also encouraged to attend additional training that will enable them to work with special populations such as children with special needs. In addition to providing one-on-one instruction in the correct installation and use of child safety seats, the presentation of child passenger safety awareness classes to groups of parents, grandparents, caregivers and others who transport children is another important educational activity supported by New York's occupant protection program.

In 1999, the child passenger safety 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 has remained steady. As of May 3, 2017, New York has a total of 1,744 nationally-certified CPS technicians, of whom 80 are instructors and two are instructor candidates. According to Safe Kids Worldwide, at the end of 2016, New York State ranked fifth in the nation in the number of nationally-certified CPS technicians.

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. Westchester County has the highest number of technicians (154), followed by Monroe County (138).

New York's pool of Certified CPS Technicians come from a variety of backgrounds, with 62% representing law enforcement (local police 35%, county Sheriffs 14% and State Police 13%); 12% are from emergency medical services and fire departments and 11% are from health agencies.



FFY 2018 Recruitment and Training Plan for CPS Technicians

New York State has been successful in maintaining an adequate number of certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. The objectives of New York's FFY 2018 recruitment and training plan are to maintain the state's large cadre of technicians through continued support for training programs for new and recertifying technicians and to increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.

Through its Child Passenger Safety 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 Child Passenger Safety 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 criterion to qualify for a Section 405 Occupant Protection Grant is to provide a table identifying the number of CPS training classes to be held in FFY 2018, 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 Certification courses that are tentatively planned for FFY 2018 appear in the table below; the delivery of these classes depends on the availability of the location, instructors and number of enrollees. In addition to these courses, GTSC intends to increase the number of Special Needs Certified CPS Technicians in the state by scheduling two Special Needs Child Passenger Safety Certifications per year. In FFY 2018, CPS Instructor training will also be provided to enhance New York's instructors' presentation skills; this may also help to recruit new technicians and retain those who are currently certified.

FFY 2018 CHILD PASSENGER SAFETY TECHNICIAN CERTIFICATION COURSES

Region/County	Location	Host Organization	Students
REGION 1			
Niagara	216 Payne Ave., North Tonawanda	North Tonawanda PD	10
Erie	3223 Union Rd., Cheektowaga	Ardent Solutions	10
REGION 2			
Allegany	12 Willets Ave., Belmont	Ardent Solutions	10
Chautauqua	4490 Gerry Levant Rd., Gerry	Ardent Solutions	10
REGION 3			
Monroe	Henrietta FD Training Facility, 60 Erie Station Rd. Ext., W. Henrietta	Monroe County Traffic Safety Board	25
Livingston	3360 Gypsy Lane, Mount Morris	Cornell Cooperative Extension	15
REGION 4			
Onondaga	4383 NY Route 31, Clay	Onondaga Co. Sheriff's Office	15
Oswego	640 County Route 20, Oswego	Integrated Community Planning of Oswego County, Inc.	10

Region/County	Location	Host Organization	Students
REGION 5			
Broome	225 Front St., Binghamton	Broome County Health Dept.	20
Chenango	279 County Rd. 46, Norwich	Chenango County Sheriff's Office	20
REGION 6			
Saratoga	15 Crossing Blvd., Clifton Park	Cornell Cooperative Extension of Saratoga County	10
Washington	415 Lower Main St., Hudson Falls	Washington County Health Dept.	10
REGION 7			
Rensselaer	Center Brunswick FD, 1045 Hoosick Rd., Troy	Albany County TSB	16
Schenectady	Niskayuna FD, 2772 Troy Rd., Niskayuna	Albany County TSB	16
REGION 8			
Orange	Emergency Services Center, Wells Farm Rd., Goshen	Orange County Emergency Services	20
Ulster	Ulster Hose, 830 Ulster Ave., Kingston	Ulster County Comm. College	20
REGION 9			
Westchester	940 King St., Port Chester	Westchester Co. Public Safety	16
Rockland	55 New Hempstead Rd., New City	Rockland County Sheriff's Office	10
REGION 10			
New York	NYCDOT, 672 W. 158 St., New York	NYC Dept. of Transportation	15
Brooklyn	4901 Fort Hamilton Parkway, Brooklyn	NYC Dept. of Transportation	12
REGION 11			
Queens	29-01 216th St., Bayside	St. Mary's Hospital for Children	10
Queens	213-37 39th Ave., Bayside	NY Coalition for Safety Belt Use	10
REGION 12			
Nassau	125 Community Dr., Great Neck	Long Island Jewish Medical Ctr.	15
Nassau	170 Cantiague Rock Rd., Hicksville	NY Coalition for Safety Belt Use	10
REGION 13			
Suffolk	1025 Waverly Ave., Holtsville	EAC	15
Suffolk	50 Clinton St., Hempstead	EAC	10
REGION 14			
Jefferson	753 Waterman Dr., Watertown	Carthage Hospital	20
Clinton	21 Banker Rd., Morrisonville	Clinton County Sheriff's Office	20

Recertification of CPS Technicians

In addition to the recruitment of new technicians, it is equally important to retain CPS technicians who are up for recertification. GTSC will continue to support CPS technical update classes which 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, 547 New York State technicians were recertified in 2016.

GTSC will also continue to provide funding for New York's certified technicians to attend the Regional Child Passenger Safety Technical Conferences hosted on a rotating basis by Connecticut, New Jersey, New York and Pennsylvania. These conferences provide one of the most important opportunities for CPS technicians to receive the continuing education credits. New York hosted the most recent Regional Child Passenger Safety Conference which was held in Lake Placid, May 6-10, 2016.

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

PROJECT NAME: CPS Certified Technician Training Classes
PROJECT NUMBER: OP-2018-010
BUDGET: $240,000
PROJECT DESCRIPTION:
A major key to the success of the state's recruitment efforts is making the required standardized CPS technician training available and accessible. To date in FFY 2017, five Standardized Child Passenger Safety Technician Training classes have been conducted, resulting in 58 new certified technicians.

A maximum of 28 training courses for new CPS technicians will be conducted in FFY 2018. A minimum enrollment of 10 is required to hold a course; 25 is the maximum number of students per course.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$657,000	$210,000

PROJECT NAME: Retention of CPS Technicians
PROJECT NUMBER: OP-2018-011
BUDGET: $200,000
PROJECT DESCRIPTION:
The recertification of technicians will continue to be supported in a number of ways. In FFY 2018, New York's CPS program plans to conduct 14 CEU Update Trainings reaching approximately 250 technicians; these programs also provide the opportunity to earn credits toward recertification. Four one-day Certification Renewal testing sessions for an estimated total of 25 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 and funding will be provided for technicians to attend the Regional CPS Technical Conference where continuing education credits toward recertification can be earned.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$547,500	$175,000

Strategy OP-7: Child Safety Seat Distribution and Education Programs

Programs that provide child safety seats to low-income families and educate them on proper use are an important component of New York's child passenger safety program.

For supporting research, refer to the discussion of Programs to make child seats available at low cost, pp. 2-31 to 2-32 in Countermeasures That Work, 8th Edition, 2015. In addition, refer to Highway Safety Program Guideline No. 20: Occupant Protection, Section V. Occupant Protection for Children Program in NHTSA's Uniform Guidelines for State Highway Safety Programs, November 2006.

PROJECT NAME: Low-Income Child Safety Seat Distribution Program
PROJECT NUMBER: OP-2018-012
BUDGET: $1,030,000
PROJECT DESCRIPTION:

Low-income families are also a segment of the population that need special attention. Child safety seats are given away free of charge to low-income families who have a need. A certified Child Passenger Safety Technician will educate each person acquiring a child safety seat in its proper installation, use and maintenance based on the manufacturer's instructions.

Child safety seat distribution and education programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare 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 a 60-90-minute educational component and demonstrate the installation of the appropriate child restraint system for each person requesting a child safety seat. In addition, income eligibility requirements must be met to receive a free child safety seat. In FFY 2017, 76 agencies in New York were awarded funding to operate a child safety seat distribution and education program; 70 applications have been received for mini-grant funding in FFY 2018.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b	M1CPS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$2,819,625	$901,000

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.

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

PROJECT NAME: Statewide Observation Survey of Seat Belt Use
PROJECT NUMBER: OP-2018-013
BUDGET: $90,000
PROJECT DESCRIPTION:

Funding will 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 entry and analysis; and the preparation of the final report. As required by NHTSA's uniform criteria, new observations sites will be selected for the FFY 2018 survey.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402OP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$50,000

OCCUPANT PROTECTION FFY 2018 BUDGET SUMMARY

Strategy/Project Number	Strategies & Projects	Budget Amount	Source
OP-1	**Seat Belt Enforcement**		
OP-2018-001	Participation in National Click It or Ticket Mobilization	$ 1,000,000	402/405b
OP-2018-002	Combined Enforcement	980,000	402/405b
OP-2	**Communications and Outreach**		
OP-2018-003	PI&E Support for Enforcement Efforts	640,000	405b
OP-2018-004	Education of the General Public & High-Risk Groups	400,000	405b
OP-3	**Child Passenger Safety Communications and Outreach**		
OP-2018-005	NYS Child Passenger Safety Program Support	200,000	405b
OP-2018-006	Statewide CPS Public Information & Outreach	380,000	405b
OP-2018-007	Child Passenger Safety Awareness Classes	300,000	405b
OP-4	**Child Safety Seat Inspection Stations**		
OP-2018-008	Child Safety Seat Inspection Stations	450,000	405b
OP-5	**Car Seat Check Events**		
OP-2018-009	Car Seat Check Events	450,000	405b
OP-6	**Recruitment and Training of CPS Technicians**		
OP-2018-010	CPS Certified Technician Training Classes	240,000	405b
OP-2018-011	Retention of CPS Technicians	200,000	405b
OP-7	**Child Safety Seat Distribution & Education Programs**		
OP-2018-012	Low-Income Child Safety Seat Distribution Programs	1,030,000	405b
OP-8	**Research, Evaluation and Analytical Support**		
OP-2018-013	Statewide Seat Belt Observation Survey	90,000	405b
	TOTAL 402	$ 360,000	
	TOTAL 405b Occupant Protection	$ 6,000,000	
	TOTAL ALL FUNDS	$ 6,360,000	

TRAFFIC RECORDS

Overview

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 accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

The multiple components of New York's traffic records program are coordinated by the Governor's Traffic Safety Committee (GTSC). New York's *FFY 2018 Traffic Safety Information Systems (TSIS) Strategic Plan*, developed by the 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, the 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 FY18 405(c) Information Systems Improvements application.

The estimated highway safety funding budgeted by GTSC for each traffic records strategy and project is presented in the table on page 120. The funds and other resources GTSC invests to improve the state's traffic records systems are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the implementation of traffic records improvements, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP are the NYS Department of Motor Vehicles, the NYS Department of Transportation, the New York State Police and the NYS Department of Health that maintain and house the state's major systems.

Performance Report

The performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data and the 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 (Accident Information System) database. With respect to completeness of the crash data, the performance measure is the percentage of crash records in AIS 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 the 1) date a citation is issued under the TSLED system to the date the citation is entered into the TSLED database, 2) date of charge disposition to the date the charge disposition is entered into TSLED, and 3) date a citation is issued under the Traffic Violations Bureau (TVB) system to the date the citation is entered into the TVB database.

The following performance targets were set in the FFY 2017 Highway Safety Strategic Plan:

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 35.62 days (April 1, 2015-March 31, 2016) to 33.84 days (April 1, 2016-March 31, 2017).

- 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 90.85% (January-December 2015) to 93.00% (January-December 2016). The data in the table below reflect a change in the baseline and performance periods to be consistent with the other measures (April 1-March 31).

- To reduce the mean number of days from the date a citation is issued under TSLED to the date the citation is entered into the TSLED database from the baseline of 16.27 days (April 1, 2015-March 31, 2016) to 15.46 days (April 1, 2016-March 31, 2017).

- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 25.57 days (April 1, 2015-March 31, 2016) to 24.29 days (April 1, 2016-March 31, 2017).

- To reduce the mean number of days from the date a citation is issued under the TVB system to the date the citation is entered into the TVB database from the baseline of 23.95 days (April 1, 2015-March 31, 2016) to 22.03 days (April 1, 2016-March 31, 2017).

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS		
Performance Attributes & Measures	**Baseline Period April 1, 2015-March 31, 2016**	**Performance Period April 1, 2016-March 31, 2017**
Crash Information System (AIS)		
Timeliness		
Mean # of days from crash date to date crash report is entered into AIS	35.62 days	13.92 days
Completeness		
Percentage of crash records with no missing data in the *Roadway Type* data element	91.31%	96.39%
TSLED System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into TSLED database	16.27 days	15.96 days
Timeliness –Adjudication		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	25.57 days	25.34 days
TVB System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into the TVB database	23.95 days	22.57 days

The table above shows that the targets set for the two measures related to the AIS (timeliness and completeness) have been met. As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS dropped from 36 days in the baseline period (April 1, 2015-March 31, 2016) to 14 days in the performance period (April 1, 2016-March 31, 2017). With regard to the measure of completeness, the percentage of crash records with no missing data in the *Roadway Type* data element increased from 91.31% in the baseline period to 96.39% in the performance period. The significant progress attained with regard to the timeliness measure can be attributed primarily to a joint effort of the DMV and NYPD that was implemented early in 2016 to scan the NYPD's crash reports within a few days of the crash event and send the scanned pdf to the DMV for input into the AIS database. The progress attained with respect to completeness can be attributed primarily to NYSDOT's efforts over the past year to upgrade ALIS. Supported with Sections 408 and 405c funding, these efforts have resulted in improving the accuracy of crash locations both on linear segments and in/near intersections.

Although the targets for the two measures related to the TSLED system were not met, some progress was attained. The mean number of days from the date a citation was issued until it was entered into the TSLED system dropped from just over 16 days (16.27 days) in the baseline period to just under 16 days (15.96 days) in the performance period. With regard to adjudication, the mean number of days dropped slightly from 25.57 days in the baseline period to 25.34 days in the performance period. Although small, these improvements can be attributed to efforts funded under Sections 402, 408 and 405c to increase the number of police agencies that are submitting citation data to the DMV electronically through TraCS.

With regard to the timeliness measure set for the Administrative Adjudication citation data, the mean number of days from the date a citation was issued under the TVB system until it was entered into the TVB system dropped from 23.95 days in the baseline period to 22.57 days in the performance period. This result was just shy of the goal of 22.03 days set in the FFY 2017 plan.

Problem Identification

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) is reviewed annually to identify opportunities for improvement. Under the auspices of the TRCC, each system is reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review conducted January-March 2017 with respect to the attributes that need improvement are summarized below. The review findings are also being used to update the FFY 2017 *Traffic Safety Information Systems Strategic Plan, Appendix D: Inventory of Traffic Safety Information Systems.* It is expected that a revised version of the full inventory report will be published every three years, with the next one due in spring 2019.

Crash Information System

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

- ***Timeliness:*** The mean number of days from the crash date to the date the crash report is entered into AIS decreased from 35.62 days in the baseline period (April 1, 2015-March 31, 2015) to 15.96 days in the performance period (April 1, 2016-March 31, 2017). As of

December 2016, approximately 78% of the reportable crashes submitted by the police are being sent electronically. Timeliness could be further improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

- ***Accuracy:*** Although the implementation of ALIS and the recent re-write of the application have provided better crash location data, locating crashes could be further improved if all of the police agencies using TraCS would use the locator tool within TraCS.

- ***Completeness:*** The crash report forms collect a large volume of data on all reportable crashes which are then entered into AIS. Completeness has improved during the past year, with the percentage of crash records with no missing data in the *Roadway Type* field increasing from 91.31% to 96.39% between the baseline (April 1, 1915-March 31, 2016) and the performance period (April 1, 2016-March 31, 2017). Completeness could also be improved by collecting BAC data for all drivers involved in fatal crashes and collecting additional data on all crashes involving a commercial vehicle. With regard to non-reportable crashes, the AIS only captures those crash reports that are submitted electronically by the police.

- ***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.

Citation/Adjudication Information Systems

The New York State Department of Motor Vehicles maintains the state's two primary citation and adjudication information systems: 1) Traffic Safety Law Enforcement & Disposition (TSLED) and 2) Traffic Violations Bureau (TVB). The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts. TSLED covers all areas of the state, with the exception of New York City and Rochester; however, tickets issued in Rochester for violation of the state's impaired driving laws became part of TSLED in July 1988. The areas not included in TSLED are covered under the TVB system. The TVB system similarly records traffic citation data but is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and TVB systems.

- ***Timeliness:*** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database dropped slightly from 16.27 days in the baseline period (April 1, 2015-March 31, 2016) to 15.96 days in the performance period (April 1, 2016-March 31, 2017). 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 also dropped slightly, from 25.57 days to 25.34 days.

  With respect to the TVB system, tickets are generally available on the system within 3 days of being received by DMV from the police agency. However, there is a substantial time lag between the date the ticket is issued and it is forwarded by the police agency to the DMV. To promote the timeliness of this part of the process, the TVB system allows citations to be imaged and the data to be entered into the database from the image. The electronic capture of data also enhances timeliness. Currently, only about 5% of the 1.1 million citations issued under the TVB system are being captured electronically.

- ***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 TVB and TSLED systems use the same uniform ticket to collect the same data, the TVB system does not enter all the same information collected as TSLED.

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

- ***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 (Traffic Safety Statistical Repository) (www.itsmr.org/TSSR). A variety of citation and adjudication data are currently available on the TSSR for the years 2009-2015. Preliminary data for 2016 will be available shortly.

  With respect to the accessibility of the TVB 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. Similar to the TSLED data, access to the TVB data is now available through the TSSR (www.itsmr.org/TSSR).

Driver Information Systems

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

- ***Timeliness:*** Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a "real-time" basis. Efforts are being continued to convert additional processes to "real-time" but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities.

- ***Accuracy:*** The DMV has a strong identification/authentication process (conducted daily) for clients who are issued a driver's license, which helps ensure the accuracy of the data by eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, which reflects the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.

- ***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 DPPA.

Injury Surveillance Information Systems

The New York State Department of Health is the repository agency for the state's two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES). The Pre-Hospital [Patient] Care Report (PCR) captures data using a mix of standardized paper and electronic formats. Designed to capture data from pre-hospital care reports (PCRs) that are submitted by the state's emergency medical technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported. CODES is a database that is created by integrating data from individual records from the DMV's AIS file to the DOH's hospital and emergency department discharge databases and Pre-Hospital [Patient] Care Report (PCR) database. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ***Timeliness:*** Since a sizable number of PCRs still come into DOH in paper format, there continues to be delays in getting data into the existing DOH internal electronic repository. The latest year for which a complete set of PCR data is available is 2009. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2014.

- ***Accuracy & Completeness:*** The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later which results in many data fields being left blank. Another issue involves the fact that the regional data entry contractors only have to edit a subset of the data fields contained on the report form. 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 and Trauma Registry databases cannot be easily and automatically linked/integrated together or with other DOH databases. Linkage could be improved by developing standards for the collection and submittal of PCR and Trauma Registry data in an electronic platform that is consistent with national standards (NEMSIS and National Trauma Data Bank-NTDB). CODES can link crash, pre-hospital care, emergency department, and hospitalization data sets using probability match techniques. However, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.

- ***Accessibility:*** While CODES-linked data are available on the DOH website, direct access to PCR data will continue to be limited until the online repository for PCR data is completed.

Vehicle Information Systems

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

- ***Accuracy:*** Even though issues related to the quality and integrity of the data are addressed through the use of procedures and programs that control the data input process, and through the use of address verification software, the system lacks the ability to always distinguish

between slight variations in a given person's name, which can result in a motorist re-registering a vehicle for which the registration has been revoked.

- ***Integration:*** DMV has the ability to link the registration file with the inspection and insurance files, but cannot link it with the IRP system or with precision to records in the AIS file.

Roadway Information Systems

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

- ***Accuracy:*** While much of the data on highway attributes are accurate and consistent over time, there are errors in the data related to reference markers.

- ***Completeness:*** In addition to errors in the reference marker data, many of the reference markers are missing.

- ***Uniformity:*** Uniformity in the data collected for state and local roads is lacking as localities collect only those local road data that are useful to them, compared to a more comprehensive set of data collected for state roads.

- ***Integration:*** The current process to link highway features and traffic data with the crash data in SIMS is a cumbersome manual process.

- ***Accessibility:*** Users cannot query the database directly; access is available through a data warehouse using a tool known as Business Objects. To conduct analyses, data need to be exported to an Excel file or other flat file format. The ability to use a GIS component to graphically display roadway elements is limited to the 27,000 miles of state routes and Federal Aid eligible roads out of the total population of approximately 114,000 miles of public roads.

FFY 2018 Performance Targets

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 13.92 days (April 1, 2016-March 31, 2017) to 12.81 days (April 1, 2017-March 31, 2018).

- 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 96.39% (April 1, 2016-March 31, 2018) to 97.35% (April 1, 2017-March 31, 2018).

- To reduce the mean number of days from the date a citation is issued under TSLED to the date the citation is entered into the TSLED database from the baseline of 15.96 days (April 1, 2016-March 31, 2017) to 14.68 days (April 1, 2017-March 31, 2018).

- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 25.34 days (April 1, 2016-March 31, 2017) to 24.07 days (April 1, 2017-March 31, 2018).

- To reduce the mean number of days from the date a citation is issued under the TVB system to the date the citation is entered into the TVB database from the baseline of 22.57 days (April 1, 2016-March 31, 2017) to 20.76 days (April 1, 2017-March 31, 2018).

FFY 2018 Performance Measures

- Mean number of days from crash date to date crash report is entered into AIS database
- Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type
- Mean number of days from citation date to date citation is entered into the TSLED database
- Mean number of days from date of charge disposition to date charge disposition is entered into TSLED database
- Mean number of days from citation date to date citation is entered into the TVB database

Grant Application Review Process

GTSC's process for the review of Traffic Records applications, project selection and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the data system problem to be addressed. Program staff will examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Project proposals for Traffic Records funding are also 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 Traffic Records Coordinating Council (TRCC).

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 2018 *Traffic Safety Information Systems Strategic Plan*. Projects are listed under each strategy.

Strategy TR-1: 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. Upon approval of New York's application for FFY 2018 Section 405c funds, implementation of the FFY 2018 *Traffic Safety Information Systems Strategic Plan* will begin.

PROJECT TITLE: Traffic Records Program Coordination
PROJECT NUMBER: TR-2018-001
BUDGET: $800,000
PROJECT DESCRIPTION:
Under this project, 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 Institute for Traffic Safety Management and Research staff serves as the Traffic Safety Information Systems (TSIS) Coordinator. Her responsibilities include scheduling, setting the agenda and facilitating meetings of the Traffic Records Coordinating Council (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 Assessments required every five years 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $600,000	402TR	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$380,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c - $200,000	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$47,600	$102,000	$180,000

Strategy TR-2: Implementation of Improvements to Traffic Records Data Systems

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

PROJECT TITLE: Electronic Capture and Transmittal of Crash and Ticket Data
PROJECT NUMBER: TR-2018-002
BUDGET: $3,800,000
PROJECT DESCRIPTION:
Efforts to expand the number of agencies that collect and transmit crash and ticket data electronically to the DMV will continue in FFY 2018. As of March 31, 2017, 490 police agencies are using TraCS, including all of the State Police Troops. With the on-going support of GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. Also in FFY 2018, the New York City Police Department will continue to receive GTSC's support in its efforts to implement an electronic data collection and transmittal system. GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

Other initiatives funded under this project will include technical support to local enforcement agencies participating in TraCS, the use of state-of-the-art technology for the data entry of police crash reports and traffic tickets from the field and court adjudication reports directly from the courts, and continued support for the DMV's efforts to expedite the receipt of motorist crash reports electronically. This effort involves making the motorist report (MV-104) available online for electronic submission to DMV.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$880,600	$1,887,000	$3,330,000

PROJECT TITLE: Crash and Citation/Adjudication Data Systems Improvements
PROJECT NUMBER: TR-2018-003
BUDGET: $2,520,000
PROJECT DESCRIPTION:
In FFY 2018, DMV and other agencies at both the state and local levels will continue to conduct initiatives designed to improve DMV's crash and citation/adjudication information systems. As indicated in the FFY 2018 *Traffic Safety Information Systems Strategic Plan*, a number of projects will be conducted to improve the Crash and Citation/Adjudication data systems, many of which will address the recommendations from NHTSA's 2016 assessment regarding these data systems.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$595,000	$1,275,000	$2,250,000

PROJECT TITLE: Injury Surveillance Data System Improvements
PROJECT NUMBER: TR-2018-004
BUDGET: $2,100,000
PROJECT DESCRIPTION:
Improvements to the injury surveillance data systems maintained by the NYS Department of Health (DOH) will be supported under this project. In FFY 2018, DOH will continue ongoing efforts to capture and transmit PCR reports electronically from the state's EMS agencies to the PCR data base at DOH. In FFY 2018, a new initiative will be undertaken to link the PCR data to the CODES data base. This initiative will improve data integration involving the crash and injury data surveillance systems, as well as the accuracy and completeness of the data and access to the data.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$476,000	$1,020,000	$1,800,000

PROJECT TITLE: Vehicle and Roadway Data Systems Improvements
PROJECT NUMBER: TR-2018-005
BUDGET: $1,000,000
PROJECT DESCRIPTION:
Improvements to the vehicle information systems and roadway data files are also important to increasing traffic safety and will be supported under this project. For example, NYS Department of Transportation's roadway data systems are used to assist in the identification of high crash locations, the determination of the most appropriate types of improvements and the prioritization of sites for planned improvements.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$238,000	$510,000	$900,000

Strategy TR-3: 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.

PROJECT TITLE: Expansion of Data Linkages
PROJECT NUMBER: TR-2018-006
BUDGET: $800,000
PROJECT DESCRIPTION:
In FFY 2018, GTSC will continue to support efforts to link data which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. During the coming year, GTSC will continue to support efforts to enhance the CODES database maintained by NYSDOH.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $400,000	402TR	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$400,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c - $400,000	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$95,200	$204,000	$360,000

Strategy TR-4: 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.

PROJECT TITLE: Technological Enhancements to Improve Access to Data
PROJECT NUMBER: TR-2018-007
BUDGET: $1,000,000
PROJECT DESCRIPTION:
Efforts to expand the communication capabilities and resources of the traffic safety community through the use of technology will continue to be supported. In FFY 2018, GTSC will continue to support the expansion of the TSSR (Traffic Safety Statistical Repository) which is available on the Internet (www.itsmr.org/TSSR) and provides the public with online access to traffic safety data. As of March

2017, users can access both crash and citation data. The site provides access to a number of standard crash and ticket reports, with the added feature of being able to customize many of the reports through the use of filters.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $900,000	402TR	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$900,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c -$100,000	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$23,800	$51,000	$100,000

Strategy TR-5: Research and Evaluation

PROJECT TITLE: Research, Evaluation and Analytical Support for Traffic Safety in NYS
PROJECT NUMBER: TR-2018-008
BUDGET: $1,600,000
PROJECT DESCRIPTION:

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 the DMV's crash, citation/adjudication and driver license databases and the NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by the 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $1,520,000	402TR	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$1,520,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405c - $80,000	M3DA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$23,800	$51,000	$80,000

TRAFFIC RECORDS FFY 2018 BUDGET SUMMARY			
Strategy/Project Number	**Strategies and Projects**	**Budget Amount**	**Source**
TR-1	**Statewide Coordination of Traffic Records Improvements**		
TR-2018-001	Traffic Records Program Coordination	**$ 800,000**	**402/405c**
TR-2	**Implementation of Improvements to Traffic Records Data Systems**		
TR-2018-002	Electronic Capture & Transmittal of Crash & Ticket Data	**3,800,000**	**402/405c**
TR-2018-003	Crash & Citation/Adjudication Data System Improvements	**2,520,000**	**402/405c**
TR-2018-004	Injury Surveillance Data System Improvements	**2,100,000**	**402/405c**
TR-2018-005	Vehicle & Roadway Data Systems Improvements	**1,000,000**	**402/405c**
TR-3	**Development & Use of Data Linkages**		
TR-2018-006	Expansion of Data Linkages	**800,000**	**402/405c**
TR-4	**Use of Technology to Disseminate Data & Information**		
TR-2018-007	Technological Enhancements to Improve Access to Data	**1,000,000**	**402/405c**
TR-5	**Research and Evaluation**		
TR-2018-008	Res., Evaluation & Analytical Support for Traffic Safety in NYS	**1,600,000**	**402/405c**
	TOTAL 402	**$ 3,420,000**	
	TOTAL 405c Traffic Records Programs	**$10,200,000**	
	TOTAL ALL FUNDS	**$13,620,000**	

COMMUNITY TRAFFIC SAFETY PROGRAMS

Overview

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

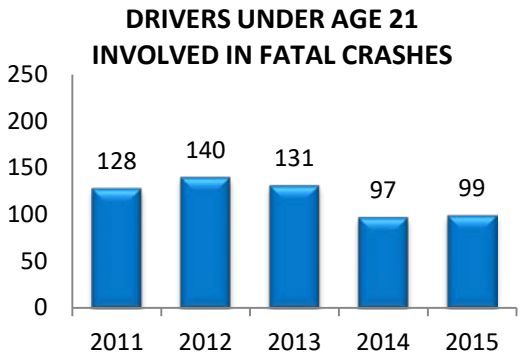
The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively Community Traffic Safety Programs that are funded contribute to the achievement of the statewide and program area performance targets set in the HSSP. The estimated highway safety funding budgeted for each strategy and project included in this program area is presented in the table on page 133.

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 are listed below:

- County Traffic Safety Boards
- NYS Department of Motor Vehicles (NYSDMV)
- NYS Department of Health (NYSDOH)
- NYS Education Department (NYSED)
- NYS Department of Transportation
- New York State Police
- NYS Association of Chiefs of Police
- Safe Kids Coalitions
- American Automobile Association (AAA)
- National Safety Council
- Ford Foundation
- U.S. Department of Veterans Affairs
- NY Association of Pupil Transportation
- Operation Lifesaver, Inc.

Performance Report

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is drivers under age 21 involved in fatal crashes. The involvement of young drivers in fatal crashes fluctuated over the five-year period, 2011-2015. Based on 2015 FARS data, there was a decrease of more than 25% in the number of drivers under age 21 involved in fatal crashes between 2013 and 2014 (131 compared to 97), followed by a small increase to 99 in 2015. Because of the overall progress that has been made, the target of 95 set for the end of calendar year 2017 appears to be achievable.



Source: FARS

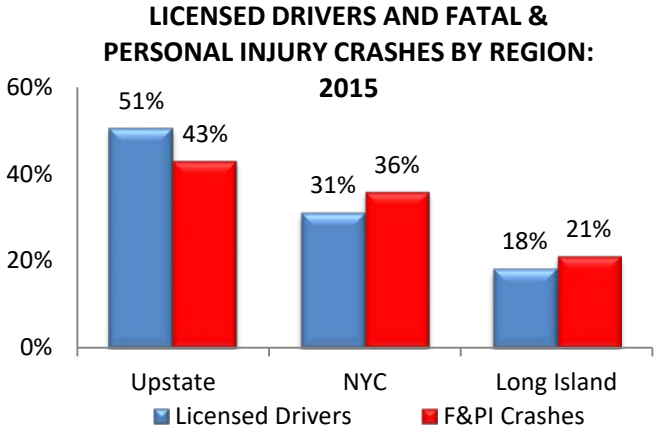
Problem Identification

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

Analyses by Region

In 2015, the largest proportion of fatal and personal injury crashes (43%) occurred in the Upstate region, followed by New York City (36%), and Long Island (21%).

Compared to the proportion of licensed drivers in each of the regions, New York City and Long Island are overrepresented in fatal and personal injury crashes 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 2015 population and licensed driver data for New York State and each county within the state, as well as 2015 data on fatal and personal injury crashes and the total number 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.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2015

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
NEW YORK STATE	**19,795,791**		**11,671,987**		**114,441**		**13,225**		**5,375**		**4,755**	
County	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Albany	309,381	1.6	211,632	1.8	2,293	2.0	178	1.4	74	1.4	112	2.4
Allegany	47,462	0.2	32,584	0.3	188	0.2	7	0.1	3	0.1	16	0.3
Broome	196,567	1.0	137,797	1.2	1,118	1.0	81	0.6	46	0.9	72	1.5
Cattaraugus	77,922	0.4	55,444	0.5	359	0.3	19	0.1	6	0.1	25	0.5
Cayuga	78,288	0.4	52,610	0.5	418	0.4	24	0.2	12	0.2	19	0.4
Chautauqua	130,779	0.7	91,736	0.8	688	0.6	32	0.2	27	0.5	47	1.0
Chemung	87,071	0.4	60,722	0.5	417	0.4	31	0.2	16	0.3	28	0.6
Chenango	48,844	0.2	37,010	0.3	222	0.2	11	0.1	2	<0.1	18	0.4
Clinton	81,251	0.4	57,608	0.5	373	0.3	22	0.2	12	0.2	27	0.6
Columbia	61,509	0.3	47,953	0.4	336	0.3	15	0.1	4	0.1	37	0.8
Cortland	48,494	0.2	31,831	0.3	245	0.2	3	<0.1	7	0.1	14	0.3
Delaware	46,053	0.2	33,638	0.3	249	0.2	5	<0.1	0	0.0	22	0.5
Dutchess	295,754	1.5	214,162	1.8	1,895	1.7	83	0.6	37	0.7	82	1.7
Erie	922,578	4.7	658,321	5.6	6,703	5.9	458	3.5	280	5.2	237	5.0
Essex	38,478	0.2	27,261	0.2	154	0.1	6	0.1	2	<0.1	22	0.5
Franklin	50,660	0.3	33,923	0.3	212	0.2	14	0.1	5	0.1	14	0.3
Fulton	53,992	0.3	38,870	0.3	266	0.2	8	0.1	3	0.1	26	0.6
Genesee	58,937	0.3	43,815	0.4	390	0.3	15	0.1	12	0.2	24	0.5
Greene	47,625	0.2	37,588	0.3	284	0.2	9	0.1	3	0.1	26	0.6
Hamilton	4,712	<0.1	4,440	<0.1	24	0.0	0	0.0	0	0.0	6	0.1
Herkimer	63,100	0.3	45,101	0.4	285	0.2	18	0.1	4	0.1	26	0.6
Jefferson	117,635	0.6	74,000	0.6	523	0.5	30	0.2	9	0.2	57	1.2
Lewis	26,957	0.1	18,330	0.2	100	0.1	0	0.0	1	<0.1	10	0.2
Livingston	64,717	0.3	44,633	0.4	291	0.3	12	0.1	7	0.1	29	0.6
Madison	71,849	0.4	49,131	0.4	285	0.3	10	0.1	3	0.1	12	0.3
Monroe	749,600	3.8	519,023	4.4	4,327	3.8	318	2.4	217	4.0	195	4.1
Montgomery	49,642	0.3	36,721	0.3	251	0.2	14	0.1	3	0.1	22	0.5
Nassau	1,361,350	6.9	1,022,505	8.8	11,863	10.4	898	6.8	350	6.5	322	6.8

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2015

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
County	#	%	#	%	#	%	#	%	#	%	#	%
Niagara	212,652	1.1	159,292	1.4	1,172	1.0	87	0.7	62	1.2	72	1.5
Oneida	232,500	1.2	159,608	1.4	1,218	1.1	57	0.4	47	0.9	78	1.6
Onondaga	468,463	2.4	325,611	2.8	3,083	2.7	211	1.6	103	1.9	137	2.9
Ontario	109,561	0.6	82,875	0.7	589	0.5	29	0.2	13	0.2	44	0.9
Orange	377,647	1.9	256,149	2.2	2,753	2.4	130	1.0	49	0.9	169	3.6
Orleans	41,582	0.2	29,052	0.2	176	0.2	11	0.1	3	0.1	16	0.3
Oswego	120,146	0.6	84,810	0.7	548	0.5	34	0.3	9	0.2	38	0.8
Otsego	60,636	0.3	43,356	0.4	268	0.2	15	0.1	2	<0.1	29	0.6
Putnam	99,042	0.5	79,944	0.7	641	0.6	13	0.1	10	0.2	51	1.1
Rensselaer	160,266	0.8	114,508	1.0	781	0.7	46	0.4	14	0.3	55	1.2
Rockland	326,037	1.6	212,216	1.8	2,299	2.0	167	1.3	45	0.8	83	1.8
St. Lawrence	111,007	0.6	73,245	0.6	423	0.4	28	0.2	9	0.2	27	0.6
Saratoga	226,249	1.1	177,787	1.5	1,212	1.1	45	0.3	31	0.6	128	2.7
Schenectady	154,604	0.8	109,685	0.9	925	0.8	99	0.8	48	0.9	45	1.0
Schoharie	31,330	0.2	21,210	0.2	152	0.1	3	<0.1	1	<0.1	13	0.3
Schuyler	18,186	0.1	14,429	0.1	79	0.1	5	<0.1	0	0.0	11	0.2
Seneca	34,833	0.2	23,967	0.2	182	0.2	5	<0.1	2	<0.1	15	0.3
Steuben	97,631	0.5	71,169	0.6	449	0.4	19	0.1	9	0.2	38	0.8
Suffolk	1,501,587	7.6	1,118,404	9.6	12,308	10.8	644	4.9	368	6.9	441	9.3
Sullivan	74,877	0.4	55,404	0.5	462	0.4	32	0.2	9	0.2	33	0.7
Tioga	49,453	0.2	38,859	0.3	210	0.2	6	0.1	2	<0.1	16	0.3
Tompkins	104,926	0.5	63,136	0.5	427	0.4	26	0.2	17	0.3	24	0.5
Ulster	180,143	0.9	136,235	1.2	1,213	1.1	54	0.4	25	0.5	79	1.7
Warren	64,688	0.3	52,312	0.4	430	0.4	18	0.1	18	0.3	50	1.1
Washington	62,230	0.3	43,213	0.4	313	0.3	8	0.1	17	0.3	26	0.6
Wayne	91,446	0.5	69,846	0.6	403	0.4	27	0.2	12	0.2	33	0.7
Westchester	976,396	4.9	663,718	5.7	5,585	4.9	554	4.2	116	2.2	210	4.4
Wyoming	41,013	0.2	29,557	0.3	192	0.2	7	0.1	1	<0.1	15	0.3
Yates	25,048	0.1	16,488	0.1	88	0.1	4	<0.1	4	0.1	8	0.2
N Y C												
Bronx	1,455,444	7.4	456,847	3.9	7,196	6.3	1,364	10.3	398	7.4	181	3.8
Kings	2,636,735	13.3	983,769	8.4	12,772	11.2	2,758	20.9	1,140	21.2	395	8.3
New York	1,644,518	8.3	748,583	6.4	7,126	6.2	2,180	16.5	1,027	19.1	272	5.7
Queens	2,339,150	11.8	1,134,064	9.7	11,867	10.4	1,926	14.6	572	10.6	314	6.6
Richmond	474,558	2.4	304,250	2.6	2,098	1.8	287	2.2	44	0.8	60	1.3

Sources: U.S. Census Bureau, NYS Driver License File and NYS AIS/TSSR

**Includes Fatal, Personal Injury and Property Damage crashes*

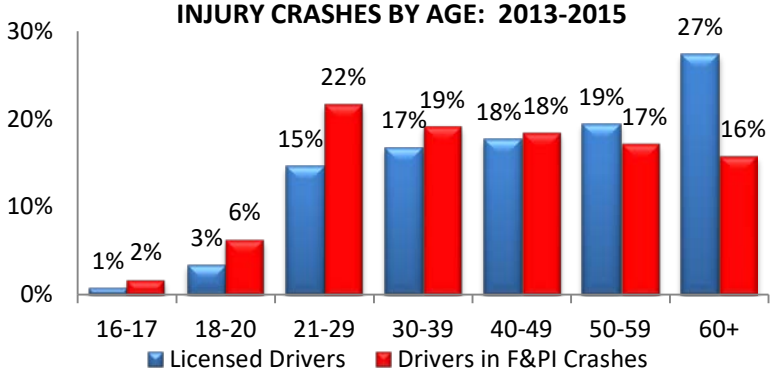
Analyses by Age

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. Over the three-year period 2013-2015, drivers under 21 years of age were involved in 8% of the fatal and personal injury crashes but accounted for 4% of the licensed drivers. In addition, drivers ages 21-29 were involved in 22% of the F&PI crashes but accounted for only 15% of the licensed drivers.

DRIVERS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE: 2013-2015



Source: NYS AIS/TSSR and Driver License File

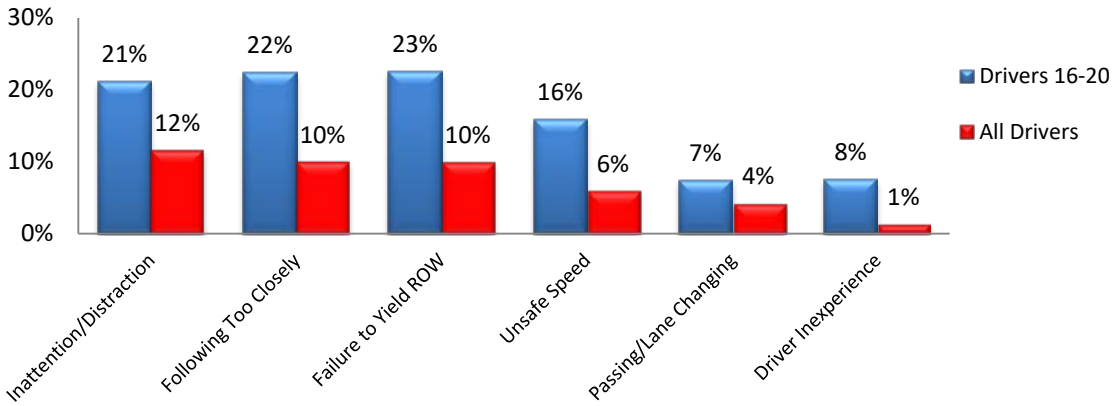
Older Drivers

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 27% of the licensed drivers but are involved in only 16% of the F&PI crashes. However, analyses show that older drivers who are involved in crashes are more likely to be killed or to suffer more severe injuries than younger drivers.

Contributing Factors: Drivers Under 21 Compared to All Drivers

When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are more likely to have Driver Inattention/Distraction, Following Too Closely, Failure to Yield the Right-of-Way, Unsafe Speed, Passing/Lane Changing/Improper Use, and Driver Inexperience reported as contributing factors in their crashes.

SELECT CONTRIBUTING FACTORS ASSOCIATED WITH DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2013-2015



Source: NYS AIS/TSSR

Minority Populations and Other Underserved High Risk Groups

The U.S. Census Department projects that the nation's population will continue to become more racially and ethnically diverse over the next several decades. By 2042, the multicultural groups that comprised one third of the population in 2008 will become the majority and by 2050 will account for 56% of the population in the United States *(Source: An Older and More Diverse Nation by Mid-Century, U.S. Census Department Press Release, August 14, 2008)*. A comparison of the 2000 and 2010 census data for New York State shows an increase in the state's minority populations indicating that New York's population will also continue to become more diverse. Between 2000 and 2010, the Hispanic population in New York State increased from 15% to 18% and the Asian population increased from 6% to 8% while the white population declined from 62% to 57% and the African American population declined from 16% to 14%. The state's American Indian/Alaska Native population remained constant at less than one percent (0.4%) of the state's population in 2000 and 2010. The number of state residents in the Census category of Other Races has also grown from 7% of New York's population in 2000 to 8% in 2010.

As the nation's population and the population of New York State become more diverse it is important to evaluate the role of race/ethnicity in highway deaths and injuries. The Governor's Highway Safety Association (GHSA) 2009 publication, *Closing the Circle: A Multicultural Primer for State Highway Safety Offices,* presents the results of research showing the overrepresentation of certain ethnic groups in motor vehicle crashes. These analyses document the disproportionate number of Native Americans and Hispanics who are killed in motor vehicle crashes, lower seat belt use rates among African Americans, and higher proportions of alcohol-impaired fatally injured drivers among Native Americans. Analyses of FARS data presented in various reports published by NHTSA support the findings presented in the GHSA publication.

Since information on race and ethnicity is not captured on New York's police crash reports, analyses cannot be conducted on the crash involvement of different racial and ethnic groups. At GTSC's request, the New York State Department of Health Bureau of Occupational Health and Injury Prevention analyzed race and ethnicity information for persons injured or killed in traffic crashes by examining data sources including vital statistics and multiple causes of death files; hospitalization, outpatient and emergency department discharge records; and the Crash Outcome Data Evaluation System (CODES) which includes crash, hospitalization and emergency department data. GTSC regionalized the data to identify problems and common trends to provide a starting point for focusing efforts and formulating a plan going forward. Working with local traffic safety boards, GTSC will begin outreach and education efforts with the underserved populations in the different areas of the state in FFY 2018.

FFY 2018 Performance Target

- To decrease drivers age 20 or younger involved in fatal crashes 20 percent from the 2011-2015 calendar base year average of 119 to 95 by December 31, 2018

FFY 2018 Performance Measure

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

Grant Application Review Process

GTSC's process for the review of Community Traffic Safety Program applications, project selection, and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Project proposals for Community Traffic Safety Programs are also assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate if the agency is in the best position to address the identified problems.

Proposals for Community Traffic Safety Programs are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below.

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. For each strategy, a reference to the supporting research or other justification is provided. Projects 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 Highway Safety Strategic Plan.

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

PROJECT TITLE: Community-Based Programs to Improve Traffic Safety
PROJECT NUMBER: CP-2018-001
BUDGET: $4,800,000
PROJECT DESCRIPTION:
Local agencies including police, transportation and health departments or non-profit organizations, such as county traffic safety boards and other community-based organizations that develop traffic safety programs in their communities to address problems identified through data analysis, will be considered for funding under this project. For example, county traffic safety boards that have developed programs tailored to the traffic safety needs of their counties will be supported. The Vision Zero Educational Initiatives program, implemented by the New York City Department of Transportation in conjunction with the City's action plan to reduce traffic deaths and injuries, is also an example of a successful community-based program.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $3,320,000	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$3,088,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $600,000	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,642,500	$525,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $880,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$440,000	$880,000

PROJECT TITLE: Roadway Safety Improvements
PROJECT NUMBER: CP-2018-002
BUDGET: $400,000
PROJECT DESCRIPTION:
Based on the analysis of identified high-crash locations and roadway-related crash information, GTSC will support efforts that contribute to improving the roadway environment. One example of a community-based program would be the purchase of flashing beacons to improve safety in school zones.

Roadway improvements implemented on a statewide basis will also be considered. For example, the not-for-profit organization Parks and Trails New York has requested funding to make safety improvements at locations where recreational trails intersect with roadways. Funding for crash reconstruction training to identify potential factors involved in crashes including roadway factors will also be considered.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402CP & RS	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$372,000

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.

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

PROJECT TITLE: State Level Initiatives to Support Local Traffic Safety Programs
PROJECT NUMBER: CP-2018-003
BUDGET: $1,890,000
PROJECT DESCRIPTION:
Programs undertaken by state agencies and not-for-profits to support and enhance the implementation of community-based traffic safety programs will be funded under this project. 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. Examples of educational programs that can support local traffic safety efforts include the development of a curriculum on the prevention of drowsy driving by Stony Brook University and the Operation Lifesaver Program that educates the public on safety around railroad tracks. New York State agencies that provide public information materials, coordination and other support for local programs include the NYS Department of Health and the NYS Department of Motor Vehicles.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $690,000	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$640,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $600,000	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,642,500	$525,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $600,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$300,000	$600,000

Strategy CP-3: Statewide Communications and Outreach

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose is to educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. In FFY 2018, 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.

Justification: Communication and outreach strategies that inform the public and heighten awareness are critical components of strategies intended to deter unsafe behaviors, increase compliance with vehicle and traffic laws, and otherwise encourage safe driving practices. For examples of supporting research, see the discussions of Communications and Outreach strategies under Alcohol- and Drug-Impaired Driving, pp. 1-4, 1-21 to 1-24, 1-49 and 1-50; Seat Belts and Child Restraints, pp. 2-2, 2-28 and 2-29; Aggressive Driving and Speeding, pp. 3-25 to 3-28, 3-38 and 3-39; Motorcycles, pp. 5-23 and 5-24; and Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Media Support for Traffic Safety Awareness Campaigns
PROJECT NUMBER: CP-2018-004
BUDGET: $1,340,000
PROJECT DESCRIPTION:
This project provides support for the development and delivery of traffic safety messaging through a wide variety of channels including radio, television, billboards, print media and social media networking services such as Facebook, Twitter, LinkedIn 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $340,000	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$320,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $500,000	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$1,368,750	$437,500

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405h - $500,000	FHPE	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$250,000	$500,000

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 Driver Behavior surveys conducted at DMV offices, young drivers also reported the lowest compliance with the seat belt law and the highest frequency of texting and driving.

Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be considered for funding as Community Traffic Safety Programs.
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.

For supporting research, refer to the discussion of Pre-Licensure Driver Education, pp.6-19 to 6-21; Parental Role in Teaching and Managing Young Drivers, pp. 6-23 to 6-26; and Strategies to Reduce Underage Drinking and Drinking and Driving, pp. 1-56 to 1-66 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Outreach & Education to Improve Teen Driver Safety
PROJECT NUMBER: CP-2018-005
BUDGET: $880,000
PROJECT DESCRIPTION:
Local outreach and education programs that focus on young drivers will be considered for funding under this project. Examples include the Town of Brookhaven's Teen Driver Education Presentations and the Town of Orchard Park's safety program for young and inexperienced drivers. 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.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $650,000	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$585,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $230,000	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$629,625	$201,250

Strategy CP-5: Older Driver Outreach and Education

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

Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving

population are eligible for funding. GTSC will collaborate with partner organizations to continue to promote the website www.ny.gov/olderdriversafety which provides safety and informational resources for older drivers.

For supporting research, refer to the discussion of General Communications and Education for Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 8th Edition, 2015.

PROJECT TITLE: Improving Traffic Safety for Older Drivers
PROJECT NUMBER: CP-2018-006
BUDGET: $270,000
PROJECT DESCRIPTION:
Under this project, partner organizations will continue to work with GTSC to raise awareness about programs and services that are available to assist and support older drivers. Funding to support the training of technicians and the delivery of programs for older motorists will also be considered for funding. To complement and reinforce these efforts, several GTSC staff members are trained as Car Fit technicians and event organizers. In FFY 2018, GTSC will begin drafting an Older Driver Safety Plan with additional strategies and resources to reach this growing age group.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402 - $200,000	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$160,000

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
405b - $70,000	M1*CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	$0	$191,625	$61,250

Strategy CP-6: Outreach to Minority and Other Underserved Populations

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

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

PROJECT TITLE: Minority and Multicultural Traffic Safety Programs
PROJECT NUMBER: CP 2018-007
BUDGET: $160,000
PROJECT DESCRIPTION:

In FFY 2018, 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 and other underserved populations, such as seasonal migrant workers, within their counties. Programs such as the Mohawk Valley Resource Center for Refugees "Multi-Cultural Traffic Safety Program" will be eligible for funding under this project.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402CP	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$0	$160,000

COMMUNITY TRAFFIC SAFETY PROGRAMS
FFY 2018 BUDGET SUMMARY

Strategy/Project Number	Strategies and Projects	Budget Amount	Source
CP-1	**Community-Based Highway Safety Programs**		
CP-2018-001	Community-Based Programs to Improve Traffic Safety	**$ 4,800,000**	**402/405b/405h**
CP-2018-002	Roadway Safety Improvements	**400,000**	**402/405b**
CP-2	**Statewide Implementation of Traffic Safety Initiatives**		
CP-2018-003	State Level Initiatives to Support Local Traffic Safety Programs	**1,890,000**	**402/405b/405h**
CP-3	**Statewide Communications & Outreach**		
CP-2018-004	Media Support for Traffic Safety Awareness Campaigns	**1,340,000**	**402/405b/405h**
CP-4	**Younger Driver Outreach & Education**		
CP-2018-005	Outreach & Education to Improve Teen Driver Safety	**880,000**	**402/405b**
CP-5	**Older Driver Outreach & Education**		
CP-2018-006	Improving Traffic Safety Among Older Drivers	**270,000**	**402/405b**
CP-6	**Outreach to Minority & Other Underserved Populations**		
CP-2018-007	Minority & Multicultural Traffic Safety Programs	**160,000**	**402**
	TOTAL 402	**$ 5,760,000**	
	TOTAL 405b Occupant Protection	**$ 2,000,000**	
	TOTAL 405h Nonmotorized Safety	**$ 1,980,000**	
	TOTAL ALL FUNDS	**$ 9,740,000**	

PROGRAM MANAGEMENT

Overview

The electronic grants management system, eGrants, will continue to improve efficiency, reduce staff time and improve management of New York's Highway Safety Program. The Governor's Traffic Safety Committee (GTSC) annually processes over 600 grant applications, representing approximately $34.2 million in funding to state, local and not-for-profit agencies.

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 estimated highway safety funds budgeted for the Program Management strategies and projects are presented in the table on page 137.

The surface transportation bill known as the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. The Fast Act 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 FAST Act, a single application for funding is required and must be submitted by July 1.

As part of its program management function, the GTSC will undertake activities in FFY 2018 to address the following needs and challenges:

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

- Deliver programs that are effective in changing the knowledge, attitudes and behavior of the state's roadway users in reducing traffic crashes, fatalities and injuries
- Collect and analyze crash data to identify trends and problem areas that will help direct the assignment of the state's limited resources

FFY 2018 Performance Targets

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

Strategies

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

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 new requirements established under the FAST Act. 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.

PROJECT NAME: Planning and Administration for New York's Highway Safety Program
PROJECT NUMBER: PM-2018-001
BUDGET: $810,000

PROJECT DESCRIPTION:
Major activities under the Planning and Administration project 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; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Traffic Records Coordinating Council; Metropolitan Planning Organization (MPOs); NYSDOT Pedestrian and Bicycle Advisory Council; and Capital District Safe Kids Coalition
- Participating in preparing New York's Traffic Safety Strategic Plans, including the Highway Safety Strategic Plan (HSSP), which is the principal document, the NYS Strategic Highway Safety Plan (SHSP), the Commercial Vehicle Safety Plan (CVSP), and the Traffic Records Strategic Plan.
- Conducting an annual driver behavior and attitudinal survey as called for by NHTSA
- Conducting a biannual Automated Traffic Enforcement Survey, as required under the new FAST Act
- Developing a comprehensive and coordinated PI&E 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 PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PA	State agency	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$810,000	$0

Strategy PM-2: Training and Educational Opportunities

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.

PROJECT NAME: Highway Safety Training and Educational Opportunities
PROJECT NUMBER: PM-2018-002
BUDGET: $90,000
PROJECT DESCRIPTION:
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 Greater New York Automobile Dealers' Association and other not-for-profit groups.

FUNDING SOURCE	FUNDING CODE	SUB-RECIPIENTS	
402	402PA	State, local and not-for-profit agencies	
INDIRECT	MOE	MATCH	LOCAL BENEFIT
TBD	N/A	$90,000	$0

PROGRAM MANAGEMENT FFY 2018 BUDGET SUMMARY

Strategy/Project Number	Strategies and Projects	Budget Amount	Source
PM-1	**Planning and Administration**		
PM-2018-001	Planning and Administration for New York's Highway Safety Program	**$ 810,000**	**402**
PM-2	**Training and Educational Opportunities**		
PM-2018-002	Highway Safety Training and Educational Opportunities	**90,000**	**402**
	TOTAL 402	**$ 900,000**	

PERFORMANCE REPORT

The Statewide Highway Safety Program and each of the Program Areas in the FFY 2018 HSSP include a Performance Report updating the status of the performance measures from the FFY 2017 HSSP. The table below summarizes these status reports for both the Core Measures and the additional measures established for New York's Highway Safety Program. The table also updates the three Activity Measures: Speeding Tickets, Seat Belt Tickets and Impaired Driving Arrests.

NEW YORK STATE
FFY 2018 HIGHWAY SAFETY STRATEGIC PLAN
PERFORMANCE REPORT ON CORE MEASURES

	CORE PERFORMANCE MEASURES	Most Current 2015	Target 2017	Status
C-1	Traffic Fatalities	1,121	1,026	**Target Not Met:** After dropping by 13% between 2013 and 2014, fatalities rose again in 2015 by 8%; the target set for 2017 will be difficult to reach.
C-2	Serious Injuries	11,077	10,657	**Target Not Met:** Serious injuries also rose in 2015 after being on a consistent downward trend between 2012 and 2014.
C-3	Fatalities per 100 Million VMT	0.88	0.78	**Target Not Met:** The statewide fatality rate rose in 2015 after dropping substantially in the the previous year (from 0.93 in 2013 to 0.81 in 2014).
	Rural Fatalities per 100 Million VMT	1.46	1.23	**Target Not Met:** The rural fatality rate followed the same pattern as the overall fatality rate increasing from 1.25 in 2014 to 1.46 in 2015.
	Urban Fatalities per 100 Million VMT	0.70	0.65	**Target Not Met:** The urban fatality rate also increased from 0.66 in 2014 to 0.70 to 2015 continuing an uptrend and indicating that the target of 0.65 set for 2017 will be difficult to achieve.
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	171	152	**Target Not Met:** The number of unrestrained passenger vehicle occupant fatalities increased to 171 in 2015 after declining consistently between 2012 and 2014 indicating that the target of 152 set for 2017 will be difficult to achieve.
C-5	Alcohol-Impaired Driving Fatalities	311	315	**Target Met:** Alcohol-impaired driving fatalities decreased to 311 in 2015 continuing a downward trend since 2013 and demonstrating greater improvement than the target of 315 set for 2017.
C-6	Speeding-Related Fatalities	343	316	**Target Not Met:** After dropping to 322 in 2014, speeding-related fatalities increased to 343 in 2015 indicating that the target of 316 set for 2017 will be difficult to reach.
C-7	Motorcyclist Fatalities	160	145	**Target Not Met:** After remaining at 170 for three years, motorcyclists fatalities dropped to 148 in 2014; the increase to 160 in 2015 indicates that the target of 145 will be difficult to reach.
C-8	Unhelmeted Motorcyclist Fatalities	14	19	**Target Met:** The upward trend in unhelmeted motorcyclist fatalities between 2011 and 2014 ended in 2015 when the number decreased to 14, improving beyond the target of 19 set for 2017.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	99	95	**Target Not Met:** After dropping from 131 in 2013 to 97 in 2014, the number of drivers under age 20 involved in fatal crashes increased slightly to 99 in 2015; the target of 95 set for 2017 may still be possible to achieve.
C-10	Pedestrian Fatalities	307	256	**Target Not Met:** After dropping from 336 to 264 between 2013 and 2014, pedestrian fatalities increased to 307 in 2015 indicating that the 2017 target of 256 may not be reached.
C-11	Bicyclist Fatalities	36	41	**Target Met:** Between 2014 and 2015, bicyclist fatalities decreased from 46 to 36 improving beyond the target of 41 set for 2017.
B-1	Seat Belt Use Rate	92%	93%	**Target Not Met:** While New York has been successful in maintaining a statewide seat belt use rate of 92% in 2014 and 2015, the target of 93% set for 2017 has not yet been achieved.

ADDITIONAL MEASURES	2015	Target 2017	
Persons Injured in Alcohol-Related Crashes	**5,323**	**5,561**	**Target Met:** The number of persons injured in alcohol-related crashes continued on a downward trend decreasing from 5,674 in 2014 to 5,323 in 2015, exceeding the reduction target of 5,561 set for 2017.
Fatalities in Drug-Related Crashes	**264**	**184**	**Target Not Met:** After dropping from 208 to 188 between 2013 and 2014, fatalities in drug-related crashes increased to 264 in 2015 indicating that the target of 184 set for 2017 will be difficult to achieve.
Fatal & PI Crashes Involving Cell Phone Use or Texting	**383**	**369**	**Target Not Met: Following an u**pward trend between 2011 and 2014, fatal and PI crashes involving cell phone use or texting increased from 377 in 2014 to 383 in 2015.
Motorcyclists Injured in Crashes	**4,208**	**4,152**	**Target Not Met:** The downward trend in the number of motorcyclists injured continued in 2015 when the number declined to 4,208 showing good progress toward the target of 4,152 set for 2017.
Pedestrians Injured in Crashes	**13,413**	**14,817**	**Target Met:** The number of pedestrians injured in crashes continued on a downward trend in 2015 declining to 13,413 showing improvement beyond the target of 14,817 set for 2017.
Bicyclists Injured in Crashes	**5,300**	**5,610**	**Target Met:** The number of bicyclists injured also continued on a downward trend, decreasing to 5,300 in 2015, well below the target of 5,610 set for 2017.

ACTIVITY MEASURES	2013	2014	2015
Speeding Tickets	622,310	661,962	694,180
Seat Belt Tickets	229,238	197,986	174,087
Impaired Driving Arrests	50,805	47,763	44,501