New York State

FFY 2018 HIGHWAY SAFETY ANNUAL REPORT

**New York State
Governor's Traffic Safety Committee**

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December 2018

NEW YORK STATE
FFY 2018
HIGHWAY SAFETY ANNUAL REPORT

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FFY 2018 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2018 (October 1, 2017-September 30, 2018) and the progress made toward the performance targets established in the FFY 2018 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2018 HSSP was guided by the federal uniform procedures. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2018, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). These grant funds are also administered by GTSC.

Key Accomplishments in FFY 2018

- ❖ The Institute for Traffic Safety Management and Research (ITSMR) continued to expand the online Traffic Safety Statistical Repository (TSSR). In FFY 2018, census data and rates were added to the repository. The online traffic data system (www.itsmr.org/tssr) now includes final crash data for 2009-2017 and preliminary crash data for 2018, as well as final ticket data for 2009-2017.

- ❖ In 2018, New York's seat belt use rate was 92.93%; 2018 also marked the ninth year in a row that New York's statewide use rate exceeded 90%.

- ❖ In FFY 2018, GTSC partnered with JD Motorsports and Xfinity driver Ross Chastain to expand the "Protect Your Melon" occupant protection awareness campaign. During the spring and summer, 1,300,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. Outreach to increase seat belt use among young drivers and motorists at different venues was also conducted as part of this program.

- ❖ In FFY 2018, 32 Standardized Child Passenger Safety Technician Training classes were conducted and 68% of New York's technicians were recertified during FFY 2018, approximately the same proportion as the previous year. New York's recertification rate consistently exceeds the national rate of 56%. Technicians come from a variety of backgrounds including County Sheriff Offices, health agencies, Fire/EMS and the New York State Police. GTSC approved funding for 131 fitting stations and 118 agencies were approved to conduct car seat check events. As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 23 - 29, 2018.

- ❖ New legislation effective November 1, 2019, requires children from birth to age two to ride in a proper child restraint facing the rear of the vehicle.

- ❖ New legislation effective November 1, 2017, requires operators of taxis or liveries to be restrained by a safety belt. The law also requires any person over the age of sixteen riding as a passenger in the front seat of a taxi or livery to be restrained.

- ❖ A new bill effective April 27, 2017, establishes a motorcycle safety awareness component as a requirement for licensing.

❖ At the request of Governor Cuomo, GTSC completed a study of Textalyzer technology that would enable police officers to scan the cell phones of drivers involved in crashes to determine if the cell phone was in use at or near the time of the crash. Three listening sessions were held to gather input from the public and other interested parties for inclusion in the report.

❖ For the 2018 observation of National Distracted Driving Awareness Month, GTSC hosted a press event at the Saratoga Auto Museum led by DMV Executive Deputy Commissioner Terri Egan. The dangers of distracted driving were emphasized along with vital safety messaging from the auto museum, victim advocates, and state, local and park police.

❖ With funding from GTSC, the Institute for Traffic Safety Management and Research continued to expand and enhance the state's Drug Recognition Expert (DRE) Data Entry and Management System in FFY 2018. All of the state's 268 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application.

❖ Three DRE Schools were held in FFY 2018, adding 47 new DREs and increasing the total number of DREs in New York State to 268. New York's DRE instructor pool is now up to 34. In addition, 391 law enforcement officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program.

❖ At the annual DRE National Conference held in Nashville, Tennessee in August 2018, New York was recognized for its notable increase in DRE evaluations. New York was ranked second in the nation with a total of 2,344 enforcement evaluations.

❖ The multi-agency Driver Education Workgroup, in partnership with the Driver Education Research and Innovation Center (DERIC), continued to develop and evaluate new driver education modules to improve New York's driver education guidelines, standards and curriculum. DERIC worked to further support development of the DERIC instructional guide including lesson plans, PowerPoint slides, and associated learning activities/assessments, as well as the pilot testing of DERIC curriculum and associated materials. Pilot testing was completed at 10 sites, with a total of 394 students participating.

❖ Through a partnership with NYS Department of Motor Vehicles Communications Office, GTSC's social media content and post quality improved dramatically in FFY 2018. During the year, GTSC messaging reached 2.6 million New Yorkers. The most successful post of the year was a NHTSA developed animation on the need for drivers to be cautious of slowing motorcycles. The post had a reach of 456,100. Another successful post was an original video on the dangers of passing school buses.

❖ To improve the quality of Police Traffic Services grants, GTSC staff held one-day training sessions on conducting a data-driven problem identification process and developing a corresponding enforcement strategy to address the issue identified. The trainings were held regionally to allow for increased networking and encourage cooperative approaches.

❖ In FFY 2018, GTSC partnered with the New York State Police and local enforcement agencies statewide to conduct the second annual "Speed Awareness Week Enforcement Mobilization". The high-visibility enforcement campaign occurred during the first week in August which is one of the deadliest months for speed-related crashes in New York. Targeted speed enforcement details were deployed in designated high-crash areas. Law enforcement was also provided with tools to help promote the campaign in their community and with the media.

❖ GTSC continued to air public service announcements throughout 2018 via cable and network television as well as radio. Traffic safety messaging covered a number of topics including impaired driving, distracted driving, motorcycle safety and pedestrian safety. During FFY 2018, GTSC worked with media outreach stakeholders to create a more comprehensive media plan for FFY 2019. This plan will allow for greater coordination of messaging across the various delivery methods of TV, radio and social media.

❖ In FFY 2018, New York continued implementing its $110 million Pedestrian Safety Action Plan (PSAP) which addresses pedestrian safety in 20 focus communities in the upstate region and Long Island that have the highest incidences of pedestrian fatalities. Using a "3E approach," comprehensive strategies that include education, enforcement and engineering are being applied to improve pedestrian safety in each of the designated communities.

❖ GTSC hosted two 6-hour pedestrian safety workshops in Orange and Westchester counties that were designed to support the enforcement goals in the PSAP; 56 police officers from 33 agencies attended the train-the-trainer courses and will be able to assist with training other officers. Since the end of FFY 2018, the GTSC hosted one additional course in Erie County in November 2018 and plans to offer additional classes in several PSAP-identified "focus communities" around the state beginning in the spring of 2019.

❖ The third annual pedestrian safety enforcement mobilization, *Operation See! Be Seen!* was conducted in 2018. Participating police issued 623 warning cards and 425 tickets for infractions by both pedestrians and motorists during 998 hours of enforcement.

❖ In FFY 2018, a total of 387 police officers and sheriff's deputies representing 51 police agencies across 19 counties participated in the Practical Guidelines for Motorcycle Enforcement Training.

❖ For the 2018 observation of National Motorcycle Safety Awareness Month, GTSC, in collaboration with the Onondaga County Sheriff's Office, hosted a press event in Syracuse led by DMV Deputy Commissioner for Policy, Safety & Driver Licensing Janet Ho and Sheriff Gene Conway.

❖ From April 1-September 30, 2018, GTSC promoted motorcycle awareness at 148 fuel filling stations located throughout the state. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.

❖ The Motorcycle Safety Workgroup disseminated a survey to gather age-specific information from motorcyclists public regarding their perceptions of current motorcycle safety messaging and campaigns. The survey was sent to 10,000 licensed and registered motorcyclists and 1,159 responses were received. The information collected will be used to design a new campaign slogan as well as innovative educational materials and PSAs.

❖ In FFY 2018, GTSC planned, coordinated and hosted New York's first-ever *Share the Road Summit*: an event dedicated entirely to Motorcycle Safety and Awareness. This one-day event, held on Friday, September 14th at the Glenn H. Curtiss Museum in Hammondsport, NY, attracted approximately 118 motorcyclists, general motorists, law enforcement partners and other traffic safety professionals.

❖ In FFY 2018, GTSC conducted three Commercial Vehicle Law Enforcement Awareness Trainings for 312 police officers from 28 police agencies. The training provided a comprehensive approach to best practices and strategies for law enforcement when engaging drivers of CMVs during routine traffic stops. The primary purpose of these trainings is to encourage road patrol officers to be comfortable when interacting with CMV drivers just as they would with drivers of passenger vehicles. Since this training was implemented in late 2014, the data show that traffic stop interaction with CMV drivers increases after these regional training sessions.

❖ In partnership with the Trucking Association of New York (TANY), NYSTA, NYS DOT, NYSP and industry partners, GTSC participated in a "Safety Breaks" event on August 30, 2018. The event took place at five NYSTA service areas as well as the Clifton Park rest area on I-87 North and consisted of strategically placed CMV vehicles with a NYSP vehicle placed within the blind spot of the CMV. Information, education and outreach to the motoring public was provided regarding NYS's Move Over Law and the importance of staying out of a commercial motor vehicle's "No Zones". Members of the public were invited to sit behind the wheel of a large truck in order to demonstrate how easy it is to hide a vehicle in the blind spot of a CMV.

❖ With funding from GTSC, three National Safety Council Survivor Advocates shared their personal traffic safety messages with nearly 30,000 young adults and motorists during 115 presentations at school districts and Victim Impact Panels throughout New York State.

❖ GTSC continued to conduct outreach to the eight federally-recognized Indian Nation tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic related injuries and deaths. In FFY 2018, GTSC was invited to present at the 2018 Annual Meeting of the United South and Eastern Tribes hosted by the Seneca Nation of Indians in Niagara Falls, NY. The presentation included examples of traffic safety initiatives that have been undertaken in partnership with tribal nations to achieve reductions in motor vehicle deaths and injuries. GTSC also attended a discussion on partnering opportunities to improve traffic safety through engineering, education, enforcement and emergency management.

❖ The multi-agency NYS Partnership Against Drowsy Driving (NYSPADD) continued public awareness efforts to promote the message that drowsy driving is as dangerous as other types of impaired driving. GTSC has partnered with SUNY Stony Brook, School of Health Technology and Management, Polysomnographic Technology Program to develop an interactive drowsy driving awareness program that targets young drivers (ages 18-29 years old), the population at highest risk. Faculty with expertise in sleep diagnostics have developed a Prevention of Drowsy Driving curriculum to equip young drivers with strategies to recognize and reduce the risk of drowsy driving. Train-the-trainer sessions have been conducted and outreach is ongoing to engage colleges with commuter populations on the benefits of integrating this awareness program into student training.

❖ In partnership with New York Operation Lifesaver, GTSC promoted National Rail Safety Week, September 23-29. The 2018 theme for Rail Safety Week was "Stop Track Tragedies."

❖ In FFY 2018, GTSC staff participated in several CarFit events where senior drivers were educated on how to adjust side view mirrors to minimize blind spots on both sides of their vehicles, the proper adjustment of safety restraints, seat positioning to maintain the appropriate distance from airbags and other modifications to find their best fit for the vehicle they are driving. Consistent with its Older Driver Safety Plan, GTSC also continues to explore opportunities for increased collaboration with traffic safety partners to reach the increasing number of New York's aging road users.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

Approach

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year to support sustained enforcement of traffic safety laws in the state. 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 (TSEP) which encompasses and combines the enforcement efforts that are planned in all program areas included in the state's Highway Safety Strategic Plan (HSSP).

Components of New York's Evidence-Based Traffic Safety Enforcement Program (TSEP)

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where, when, why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis 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 New York'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. An online tool called the Traffic Safety Statistical Repository (TSSR) is 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 at www.itsmr.org/tssr. Currently, 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 2009-2017, as well as preliminary data for 2018. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. In FFY 2018, census data and rates were added to the TSSR. New sections include crash and fatality & injury rates by vehicle miles traveled (VMT), population and licensed drivers. These and other enhancements were developed to further support problem identification.

Ticket data are also available through the TSSR; currently, ticket data for 2009-2017 from the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems maintained by the NYS Department of Motor Vehicles and the New York Police Department's ticket system can be accessed. The data are extracted annually from each system. 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 TSEP Plan

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

FFY 2018 TSEP Projects and Activities

Evidence-based enforcement program activities are included under several of the program areas in the state's HSSP. These activities and program areas are listed below. Selected projects conducted in FFY 2018 are highlighted under the appropriate program areas in this Annual Report.

Police Traffic Services

Police Traffic Services (PTS) Grants
GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies conduct analyses of crash data to identify where and when crashes are occurring and the contributing factors to those crashes. The results of the analyses are used 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.

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

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

Every police agency receiving a PTS grant is required to participate in the national Seat Belt Enforcement Mobilization conducted in May each year.

Statewide and New York City High Visibility Focused Enforcement Campaigns
Statewide and New York City enforcement campaigns that focus on a single traffic safety issue or unsafe driving behavior are supported under this project. These include enforcement campaigns undertaken by the New York State Police that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, as well as 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, such as pedestrian and bicyclist safety enforcement. 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.

Speed Enforcement Programs
The New York State Police receive funding to conduct data-driven targeted speed enforcement details (nearly 2,500 were conducted in FFY 2018) throughout the state. Specific high visibility efforts such as "Operation Work Brake" which is conducted on the New York State Thruway and week-long campaigns during periods designated as Speed Awareness Week are also conducted. Local agencies are also encouraged to participate in the high visibility speed enforcement Speed Awareness Week campaigns.

New York State Police Distracted Driving Program
The NYSP conduct a large number of targeted enforcement details (862 in FFY 2018) focusing on distracted driving, in particular cell phone use and texting. The NYSP also conducts "Operation Hang Up" campaigns which focus on motorists who use cell phones and other electronic devices while driving.

Impaired Driving

Impaired Driving Enforcement Grants for Local Police Agencies
To supplement the funding available from STOP-DWI, GTSC provides 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

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patrols and sting operations. GTSC also provides support and coordination for local agency participation in the national impaired driving enforcement mobilizations and holiday crackdowns.

Statewide High Visibility Focused Enforcement Campaigns
Statewide high visibility impaired driving enforcement campaigns, such as those undertaken by the New York State Police, are supported under this project. Each State Police Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and location 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.

Media Support for National Impaired Driving Enforcement Mobilizations
The National Impaired Driving Enforcement Mobilizations are publicized through press events held in various locations around the state; members of law enforcement and STOP-DWI coordinators join GTSC in publicizing these crackdowns on impaired driving.

Occupant Protection

Participation in National Click It or Ticket Mobilizations
GTSC continues to promote participation in the national seat belt enforcement mobilization conducted in May each year by requiring the participation of all police agencies that receive GTSC funding.

Combined Enforcement
Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve 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.

PI&E Support for Enforcement Efforts
GTSC continues 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.

Motorcycle Safety

Enforcement Efforts to Improve Motorcycle Safety
Data-driven enforcement efforts that focus specifically on unsafe riding behaviors by motorcyclists and violations of safety equipment rules are funded under this project.

Pedestrian Safety

Enforcement Efforts to Improve Pedestrian Safety
Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities are 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 are conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and high risk for pedestrian and motor vehicle crashes.

High Visibility Enforcement

Participation in National Mobilizations

In FFY 2018, enforcement agencies in New York State participated in national high visibility law enforcement mobilizations to increase seat belt use among motor vehicle occupants and reduce alcohol-impaired and drug-impaired driving.

National Impaired Driving Mobilizations

In FFY 2018, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement mobilizations during the Holiday Season (December 15, 2017-January 1, 2018) and Labor Day period (August 7-September 3, 2018). In addition to the national mobilizations, statewide impaired driving crackdowns were conducted to coincide with other holidays and events throughout the year: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, and Fourth of July.

New York's high visibility enforcement crackdowns are cooperative efforts involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high visibility enforcement efforts during the crackdowns. In FFY 2018, the enforcement activities conducted during the national mobilizations and other crackdowns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert (DRE). The State Police also incorporated DREs into the details conducted by their Troops.

In FFY 2018, the national "Drive Sober or Get Pulled Over" slogan was incorporated into the publicity campaign. Publicity is generated through press releases and other earned media, as well as through the airing of TV and radio spots promoting the national message. In addition, New York's STOP-DWI continued to raise public awareness through publicizing its "Have a Plan" mobile app and social media campaigns. (See the Impaired Driving Program Area for additional information). County STOP-DWI programs also generated publicity for the crackdowns at the local level. For example, one county dedicated their enforcement efforts during one of the crackdowns to a victim who was killed in an impaired driving crash in their county.

National Holiday Season Crackdown (12/15/2017-1/1/2018) Drive Sober or Get Pulled Over
Results from grant-funded activities:

A total of 109 local police agencies from 36 counties participated in the Holiday Season Crackdown resulting in 63 DWI/DWAI arrests, 5 DWAI-Drug only arrests, 67 other arrests and 729 VTL summonses.

The New York State Police conducted 19 Sobriety Checkpoints resulting in 36 DWI arrests and 53 dedicated DWI patrols resulting in 13 DWI arrests. Also during this time period, 18 Underage Drinking Identification details were conducted; 13 of the 17 bars checked, as well as 208 of the 230 retail establishments were in compliance. During the New Year's weekend, the State Police conducted eight Sobriety Checkpoints, making 13 DWI arrests.

Results from grant-funded activities:

A total of 126 local police agencies from 36 counties participated in the Labor Day Crackdown resulting in 71 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 124 other arrests and 1,660 VTL summonses. In addition, 29 counties received a total of 373 requests for DRE Callouts; 351 evaluations were conducted by the DREs who responded.

National Seat Belt Mobilization

Police agencies across New York State participated in the national Click It or Ticket Seat Belt Mobilization conducted May 21-June 3, 2018. The high visibility Buckle Up New York/Click It or Ticket enforcement campaign incorporated the use of checkpoints, saturation patrols and dedicated roving patrols accompanied by extensive coverage in the media. Multi-agency enforcement activities and nighttime enforcement, where feasible, were encouraged.

In FFY 2018, New York once again promoted the national Click It or Ticket slogan which was publicized in spots aired on TV and radio. Media coverage was generated through press conferences and media releases announcing the kick-off of the mobilization. New York's participation in the Border-to-Border initiative demonstrating the state's commitment to working with its neighboring states to increase seat belt compliance was also highly publicized. The "Protect Your Melon" campaign also contributed to the high visibility campaign. (See the Occupant Protection Program Area for additional information).

All local police agencies receiving a FFY 2018 Police Traffic Services grant from GTSC are required to participate in the national seat belt enforcement mobilization. The New York State Police, the New York Park Police and the New York Police Department (NYPD) also received funding to participate in the annual seat belt mobilization.

Click It or Ticket Seat Belt Mobilization (May 21-June 4, 2018)
Results from grant-funded activities:

Tickets Issued for Seat Belt Violations	23,203
Tickets Issued for Child Restraint Violations	2,052
Total Tickets Issued	25,255

Other High Visibility Enforcement Campaigns

In addition to the national mobilizations, several other special high visibility enforcement campaigns are conducted to address various traffic safety issues. These include the following:

Impaired Driving Crackdowns: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, July 4th
Speed Awareness Weeks
Operation Work Brake
Operation Hang Up
Operation See! Be Seen!

More information on these campaigns is included under the specific program areas.

FFY 2018 PERFORMANCE REPORT

Description of State Assessment Process

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The performance measures and targets established in New York's FFY 2018 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2018 HSSP incorporated the 11 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The problem identification process used in the FFY 2018 HSSP included analyses of each of the core measures over the most recent five-year period for which data were available, as well as the five-year moving average. A target for each of these measures was set for December 31, 2018. The method for setting each goal depended on the trend in the performance measure over the five-year period. If there was a consistent trend in the data, the most recent calendar year of data available served as the baseline. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, the target was set based on the most recent five-year average. The standardized goal statement format recommended by GHSA and NHTSA was used for each target.

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. The statewide seat belt use rate derived from the 2018 seat belt observation survey is included in this report. The method described above to set the targets for the core outcome measures was also applied to set the target for the statewide seat belt use rate.
To assess the state's progress for this Annual Report, each core measure was updated with the most recent data available: 2017 FARS data, 2017 AIS data and the 2018 seat belt use rate. A table with historical and current data for each core measure is included on the following pages.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting, was added to the Police Traffic Services program area to track distracted driving. The second performance measure, Fatalities in Drug-Related Crashes, was added to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all of these additional measures is New York's AIS crash file.

Activity Measures

The following activity performance measures are also tracked: seat belt tickets, impaired driving arrests and speeding tickets issued during grant-funded activities. The numbers are reported under the appropriate program areas. The state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems are the sources for speeding and seat belt tickets. TSLED and the New York City Police Department are the sources for data on impaired driving arrests.

Driver Behavior Measures

Another tool for monitoring changes and assessing progress are surveys of driver behaviors, attitudes, perceptions and awareness related to major traffic safety issues. These surveys are conducted annually at five Department of Motor Vehicles offices; three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and White Plains (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

The 2018 survey included a total of 13 questions related to seat belt use, speeding, drinking and driving, drugged driving, cell phone use and texting. More than 1,500 drivers participated in the 2018 survey conducted in March and April; at least 300 surveys were completed at each of the five DMV offices. Analyses were conducted for the total sample and by gender and age group. Selected results are reported in this Annual Report under the relevant program areas: Impaired Driving, Police Traffic Services and Occupant Protection. Results from previous surveys are included to identify any changes and trends that have occurred over time in the reported behaviors, perceptions and awareness of traffic safety issues among New York State drivers.

Performance Report

The table on the next page presents the FFY 2018 Performance Report summarizing the status for both the core performance measures and the additional measures selected by New York to assess the progress of the state's highway safety program.

CORE PERFORMANCE MEASURES		Target 2014-2018	Status 2013-2017	Comments
C-1	Traffic Fatalities	1,086	1,083.8	**Target Met:** Traffic fatalities reached a ten-year low of 999 in 2017.
C-2	Serious Injuries	10,854	11,241.8	**In Progress:** The 5-year moving average has been on a consistent downward trend; however, due to the size of the gap, it may be challenging to meet the target.
C-3	Fatalities per 100 Million VMT		2012-2016	**In Progress:** Good progress has been made in the fatality rate; the target is likely to be met.
		0.87	0.880	
	Rural Fatalities per 100 Million VMT		2012-2016	**In Progress:** The 2012-2016 average for the rural fatality rate was 1.676 indicating that the target of 1.44 will be difficult to reach.
		1.44	1.676	
	Urban Fatalities per 100 Million VMT		2012-2016	**Target Met:** The 2012-2016 average for the urban fatality rate was 0.628, meeting the target set for the 2014-2018 average.
		0.63	0.628	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	167	167.2	**Target Met:** The 2014-2018 target of 167 set for unrestrained passenger vehicle occupant fatalities was met.
C-5	Alcohol-Impaired Driving Fatalities	305	317.2	**In Progress:** Good progress has been made in Alcohol-impaired driving fatalities; the target is likely to be met.
C-6	Speeding-Related Fatalities	327	330.0	**In Progress:** Good progress has been made in Speeding-Related fatalities; the target is likely to be met.
C-7	Motorcyclist Fatalities	156	152.4	**Target Met:** The five-year average for 2013-2017 was below the reduction target; however, the number of motorcyclist fatalities increased between 2016 and 2017 (from 136 to 145).
C-8	Unhelmeted Motorcyclist Fatalities	13	14.0	**In Progress:** Good progress has been made in reducing unhelmeted motorcyclist fatalities; the target is likely to be met.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	95	106.4	**In Progress:** The 5-year moving average has been on a consistent downward trend; however, due to the size of the gap, it may be challenging to meet the target.
C-10	Pedestrian Fatalities	290	292.0	**In Progress:** Although the 5-year average has not followed a consistent pattern, the target is likely to be met.
C-11	Bicyclist Fatalities	35	41.4	**In Progress:** The fluctuation in the 5-year moving average and the increase in the number of bicyclist fatalities between 2016 and 2017 (39-46) indicate that it will be very difficult to meet the target.
B-1	Seat Belt Use Rate		2018	**Target Met:** In 2018, New York achieved a statewide seat belt use rate of 92.93%, when rounded, meeting the target set for 2018.
		93%	92.93%	

ADDITIONAL MEASURES		Target 2016-2018	Status 2015-2017	Comments
	Persons Injured in Alcohol-Related Crashes	5,217	5,609.0	**In Progress:** The 3-year moving average has been on a consistent downward trend; however, due to the size of the gap, it may be challenging to meet the target.
	Fatalities in Drug-Related Crashes	216	255.3	**In Progress:** Although the number of fatalities in drug-related crashes decreased between 2016 and 2017 (307 to 242), the consistent upward trend in the 3-year moving average indicates that the target set for 2016-2018 is unlikely to be reached.
	Fatal & PI Crashes Involving Cell Phone Use or Texting	431	486.3	**In Progress:** The consistent upward trend in the 3-year moving average indicates that the target is unlikely to be reached in 2018. Better reporting may be contributing to the upward trend.
	Motorcyclists Injured in Crashes	4,203	4,216.3	**In Progress:** Good progress has been made toward the target set for reducing motorcyclists injured in crashes; the target set for 2016-2018 is likely to be met.
	Pedestrians Injured in Crashes	13,145	14,780.0	**In Progress:** Good progress has been made toward the target set for reducing pedestrians injured in crashes; the target set for 2016-2018 is likely to be met.
	Bicyclists Injured in Crashes	5,194	5,840.3	**In Progress:** Although the number of bicyclists injured in crashes decreased between 2016 and 2017 (6,200 to 6,021), the consistent upward trend in the 3-year moving average since 2015 indicates that the target set for 2016-2018 is unlikely to be reached in 2018.

GRANT FUNDED ACTIVITY MEASURES		2018	
	Seat Belt Tickets	25,255	
	Impaired Driving Arrests	4,790	
	Speeding Tickets	389,626	

Assessment of Progress

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

The top priorities for the FFY 2018 highway safety program were to address trends of increasing numbers of crashes involving specific highway users while maintaining and expanding the success in areas where reductions have been achieved. All of the targets set for the core performance measures in the FFY 2018 HSSP were set for the five-year moving average for 2014-2018. Since 2017 is the most recent FARS data available, the five-year moving average for 2013-2017 was used to assess progress toward these targets.

The targets set for the additional measures identified by the state using data from New York's Accident Information System (AIS) were projected for the three-year moving average for 2016-2018; the 2015-2017 moving average was used to assess progress toward these additional goals. Based on the status of the performance targets set in the FFY 2018 HSSP, New York's achievements have been identified, as well as emphasis areas for improvement in the coming year.

Achievements

New York demonstrated improvement in a number of core performance measures and in some cases met and exceeded the performance targets set in the FFY 2018 HSSP. Based on the 2013-2017 moving average, the core measures that showed improvement beyond the 2018 target were Total Fatalities and Motorcyclist Fatalities. The two targets set for improvement in the Occupant Protection program area were also met; the 2013-2017 average for Unrestrained Passenger Vehicle Occupant Fatalities (167) and the Observed Seat Belt Use rate (93%) both matched the target set in the FFY 2018 HSSP.

The majority of the other core performance measures showed good progress and were likely to meet the targets set for 2018 based on the current trend in the moving averages. These included the Fatality Rate, Alcohol-Impaired Driving Fatalities, Speeding-Related Fatalities, Pedestrian Fatalities and Unhelmeted Motorcyclist Fatalities. Progress was also made in two of New York's non-core performance measures, Motorcyclists Injured in Crashes and Persons Injured in Alcohol-Related Crashes. The three-year moving average for Motorcyclists Injured has been on a consistent downward trend and is likely to reach the target set in the FFY 2018 HSSP. The three-year average for the measure Persons Injured in Alcohol-Related Crashes also decreased consistently, making progress toward the target set in the FFY 2018 HSSP; however, the gap will be very challenging to close.

Two core performance measures, Serious Injuries and Drivers Under Age 21 Involved in Fatal Crashes, also experienced consistent downward trends in their five-year moving averages; however, based on the progress to date, reaching the goals set for the 2014-2018 moving averages will be somewhat more challenging.

Areas for Improvement

While progress has been made in reducing fatalities and injuries in several program areas, the performance targets set for a number of measures have not yet been met. Adjustments will be made as needed to ensure that the traffic safety issues requiring more attention are addressed in the coming year.

Non-Motorist Fatalities and Injuries

The performance measures tracked for pedestrians reinforces the need for New York to continue its emphasis on improving the safety of non-motorists. While Pedestrian Fatalities are on track to meet the 2018 performance target of 290 set for this core measure, the number of Pedestrians Injured in crashes has not followed the same pattern. The 2015-2017 three-year average for Pedestrians Injured was above the target set for 2016-2018 (13,145) and will be difficult to reach.

Bicyclist Fatalities was the one core performance measure that did not show progress toward the target set for 2018. The five-year moving average did not follow a consistent pattern over time and for 2013-2017 was above the target of 36 set for the 2014-2018 average. There was also a lack of progress for the non-core measure, Bicyclists Injured in crashes; the upward trend in the three-year average indicated that meeting the target set for reducing the number of Bicyclists Injured (5,194) will also be challenging.

To address this issue and better meet the performance targets set for nonmotorist safety, the state will focus on those locations identified as having the greatest problems. The largest numbers of crashes involving pedestrians and bicyclists continue to occur in New York City; over the three-year period 2015-2017, 69% of the pedestrians killed or injured and 65% of the bicyclists killed or injured occurred in New York City. The New York City Department of Transportation will continue to implement its comprehensive Vision Zero program which includes a number of education initiatives for pedestrians and bicyclists in all age groups. GTSC will support these pedestrian and bicycle safety efforts by providing funding to the New York City Police Department for a variety of enforcement initiatives such as high visibility saturation enforcement on roadways with the highest volumes of bicycle traffic and targeted enforcement in high-risk locations identified through data analyses.

The safety of non-motorists in areas of the state outside of New York City will also be emphasized through the implementation of New York's data-driven Pedestrian Safety Action Plan (PSAP). The 20 communities in the Upstate and Long Island areas with the highest numbers of pedestrian fatalities have been designated as focus communities for the implementation of comprehensive programs that include education, enforcement and engineering strategies. Participation in New York's annual high-visibility pedestrian safety enforcement mobilization "Operation See! Be Seen!" and other high-visibility enforcement efforts will also continue to be promoted. GTSC will also continue to support pedestrian and bicycle safety through training for law enforcement officers and by continuing to promote the "share the road" message and public awareness of both pedestrian and bicycle safety through education, communication and outreach efforts at the statewide and local level. In addition, community-based programs in localities that can demonstrate through data that a bicycle safety problem exists will be eligible for grant funding.

Crashes Involving Cell Phone Use and Texting

Distracted driving is another issue that must continue to be addressed by the state's highway safety program. Based on crash data from New York's AIS, the three-year moving average for fatal and personal injury crashes involving cell phone use and texting has been on a consistent upward trend. Because the involvement of cell phone use and texting in crashes is believed to be underreported, the true scope of this problem may not yet be known. Furthermore, it will be difficult to determine to what extent any future increases in crashes involving these factors are an indication of an increasing problem or rather the result of better reporting. Given these uncertainties, GTSC will continue to rely primarily on its evidence-based Traffic Safety Enforcement Program to address this issue. Police Traffic Services (PTS) grants will continue to be available to law enforcement agencies that can demonstrate through data that distracted driving is a high priority issue in their jurisdictions. In addition, GTSC will continue to focus on raising awareness of the dangers of hand-held cell phone use and texting through its statewide media campaigns and social media.

Drug-Related Crashes

Another traffic safety topic that is receiving increasing attention is the involvement of drug-impaired driving in crashes. New York's AIS crash data indicate that the three-year moving average for fatalities in drug-related crashes has also been on an upward trend, reaching an average of 255 for 2015-2017; this occurred despite a decrease in the number of drug-related fatalities in 2017 (235 compared to 267 in 2016). Drugged driving will continue to be a major priority for GTSC and the state's highway safety community, especially as the state considers the legalization of recreational marijuana.

A number of efforts have been undertaken and will be expanded in the coming year. GTSC will continue to support ARIDE and DRE training to improve the ability of law enforcement officers to detect drug use in drivers. New York's Advisory Council on Impaired Driving will be used to bring the collective knowledge of its membership to support efforts to decrease impaired driving by drugs as well as alcohol. While the goal is to make better progress toward the target set for this performance measure, fatalities in drug-impaired crashes is another traffic safety issue for which the full scope is not yet known. As efforts to improve the detection of drivers operating under the influence of drugs are successful, the numbers of crashes where drug involvement is identified as a contributing factor are likely to increase, affecting the tracking of the performance measure and the achievement of the targets that have been set.
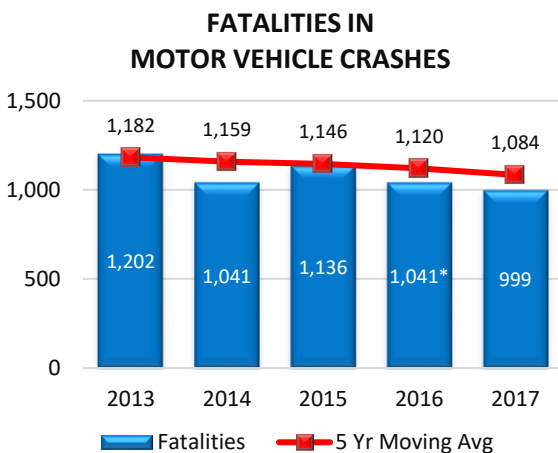
Status of Statewide Performance Measures

The following performance targets for New York's statewide highway safety program were established in the state's FFY 2018 HSSP:
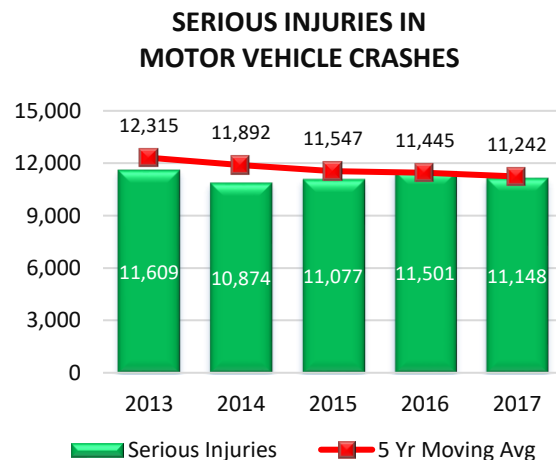
❖ Decrease total fatalities 5 percent from the 2011-2015 calendar base year average of 1,143 to 1,086 by December 31, 2018

❖ Decrease serious traffic injuries 6 percent from the 2011-2015 calendar base year average of 11,547 to 10,854 by December 31, 2018

❖ Decrease fatalities/100M VMT 3 percent from the 2011-2015 calendar base year average of 0.89 to 0.87 by December 31, 2018

❖ 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

❖ 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

The 2017 FARS data indicate that motor vehicle fatalities in New York declined from a five-year moving average of 1,120 in 2016 to 1,084 in 2017. The 2017 average number represents an improvement greater than the target of 1,086 set for the end of calendar year 2018.

Based on data from New York's AIS, five-year average numbers of serious injuries in crashes dropped between 2013 and 2017. The average number decreased from 11,445 in 2016 to 11,242 in 2017. Because of this slow decline, the target of 10,854 may be difficult to reach by 2018.

FATALITIES IN MOTOR VEHICLE CRASHES

5 Yr Moving Avg: 1,182 (2013), 1,159 (2014), 1,146 (2015), 1,120 (2016), 1,084 (2017)

Fatalities: 1,202 (2013), 1,041 (2014), 1,136 (2015), 1,041* (2016), 999 (2017)

Revised based on final FARS data
Source: FARS

SERIOUS INJURIES IN MOTOR VEHICLE CRASHES

5 Yr Moving Avg: 12,315 (2013), 11,892 (2014), 11,547 (2015), 11,445 (2016), 11,242 (2017)

Serious Injuries: 11,609 (2013), 10,874 (2014), 11,077 (2015), 11,501 (2016), 11,148 (2017)

Source: NYS AIS / TSSR

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED

	2012	2013	2014	2015	2016
5 Yr Moving Avg	0.91	0.91	0.90	0.89	0.88
Fatality Rate	0.92	0.93	0.81	0.89	0.85

Fatality Rate — 5 Yr Moving Avg

Source: FARS

Other core measures are the statewide, urban and rural fatality rates per 100 million vehicle miles traveled (VMT). The 2017 FARS data for these fatality rates are not yet available. Based on the 2016 FARS data, the statewide fatality rate decreased from a five-year rolling average of 0.89 to 0.88 per 100 million VMT between 2015 and 2016, showing progress toward the target of 0.87 set for 2018.
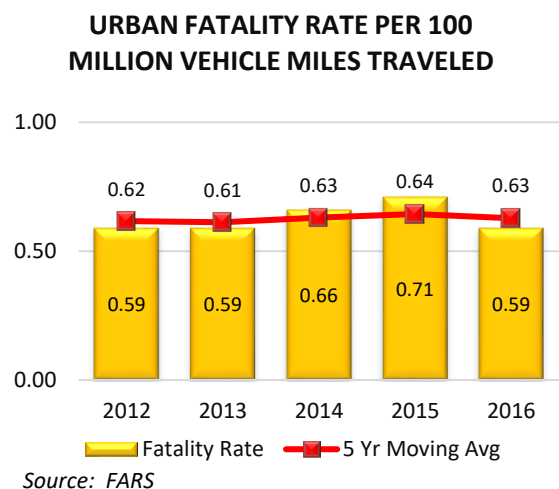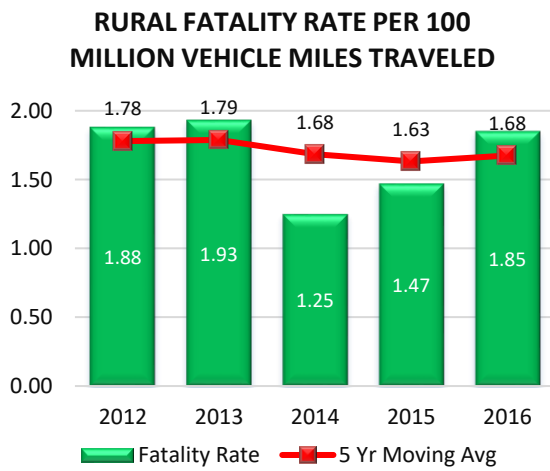
The 2016 FARS data indicate that the five-year average rural fatality rate increased while the average urban fatality rate decreased in 2016. The five-year average rural fatality rate increased from 1.63 in 2015 to 1.68 in 2016, indicating that the target of 1.44 set for 2018 may be difficult to achieve. Meanwhile, the five-year average urban fatality rate decreased from 0.64 in 2015 to 0.63 in 2016, reaching the target set for December 31, 2018.

RURAL FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED

	2012	2013	2014	2015	2016
5 Yr Moving Avg	1.78	1.79	1.68	1.63	1.68
Fatality Rate	1.88	1.93	1.25	1.47	1.85

Fatality Rate — 5 Yr Moving Avg

Source: FARS

URBAN FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED

	2012	2013	2014	2015	2016
5 Yr Moving Avg	0.62	0.61	0.63	0.64	0.63
Fatality Rate	0.59	0.59	0.66	0.71	0.59

Fatality Rate — 5 Yr Moving Avg

Source: FARS

Program Area Performance Measures

The following sections of this Annual Report describe the individual program areas addressed in the FFY 2018 HSSP. New York used a data-driven approach to identify a comprehensive set of evidence-based strategies for each program area that collectively will contribute to meeting the state's highway safety targets set in the FFY 2018 HSSP. An assessment of the progress made toward the targets set for each of the program area performance measures is included. Selected projects and activities are highlighted. A complete list of the projects approved for funding in the FFY 2018 HSSP and the award amounts are included in Appendix A.

IMPAIRED DRIVING

Over the five-year period, 2013-2017, the proportion of New York's crash fatalities that were alcohol-related ranged from a high of 31% in 2013 to 28% in 2015 and 2016. Based on the state's relatively low rate of alcohol involvement, New York qualified for 405d grant funds as a low-range state in FFY 2018.

While New York is among the states with the lowest alcohol-impaired fatality rates, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state's impaired driving program is STOP-DWI.

ALCOHOL-IMPAIRED DRIVING FATALITES AS A PROPORTION OF TOTAL FATALITIES

*Revised based on final FARS data
Source: FARS

Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.
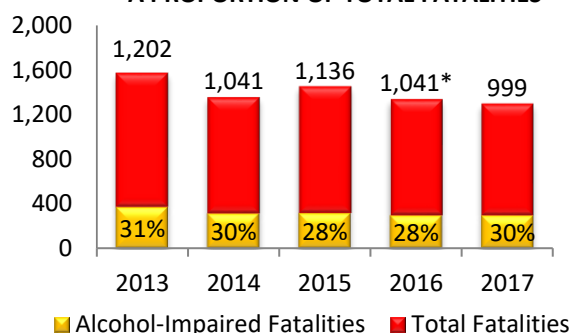
Are You Ready?
FFY 2017 STOP-DWI Crackdowns

Halloween: October 27-November 1, 2017
Thanksgiving: November 22-26, 2017
Holiday Season (National): December 15, 2017 - January 1, 2018
Super Bowl: February 2-5, 2018
St. Patrick's Day: March 16-18, 2018
Memorial Day: May 25-29, 2018
Fourth of July: July 4-8, 2018
Labor Day (National): August 17-September 3, 2018

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national crackdowns and during holiday periods throughout the year.

Since STOP-DWI is self-sustaining, GTSC is able to use the federal funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

In FFY 2018, the STOP-DWI Foundation continued to maintain its "Have a Plan" mobile app which is an important resource for the general public and potential impaired drivers. The app is scheduled to be updated in FFY 2019.

During the year, the Foundation worked with a contractor to increase awareness through social media. Two infographics: "Cost of a DWI" and "The Good Host Checklist" were developed, as well as a 60-second "NYS STOP-DWI History" motion graphic. The STOP-DWI Foundation also provided a number of training programs throughout FFY 2018 including four training sessions on "High in Plain Sight" and five on "Recognizing Impaired Persons (RIP)". The attendees at STOP-DWI Foundation training sessions included STOP-DWI

Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2018, fourteen 16-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state; a total of 391 police officers completed the training.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in February and again in July. A total of 47 new DREs were certified during 2018 bringing the total number of DREs deployed across the state to 268.

With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the DRE Data Entry & Management System during FFY 2018. The system has a web-based application and a tablet application that DREs use to submit their evaluations, narratives, and toxicology results into ITSMR's DRE database. These tools also assist the DRE state coordinator in managing the program.

At the annual DRE National Conference held in Nashville, Tennessee in August 2018, New York was recognized for its notable increase in DRE evaluations. New York was ranked second in the nation with a total of 2,344 enforcement evaluations.

## ASSESSMENT OF PROGRESS

Impaired Driving Targets for FFY 2018

❖ Decrease alcohol-impaired driving fatalities 8 percent from the 2011-2015 calendar base year average of 332 to 305 by December 31, 2018

❖ Decrease the number of persons injured in alcohol-related crashes 2 percent from 5,323 in 2015 to 5,217 by December 31, 2018

❖ 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

Status of Performance Measures

Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from a five-year moving average of 326 in 2016 to an average of 317 in 2017. This change demonstrated good progress toward the target of 305 set for 2018.

Although the 3-year moving average number of persons injured in alcohol-related crashes declined each year between 2013 and 2017, the actual numbers fluctuated, rising to 5,857 in 2016, then declining to 5,647 in 2017. From this level, the reduction target of 5,217 set for the end of 2018 may be difficult to reach.

**ALCOHOL-IMPAIRED DRIVING
FATALITIES***
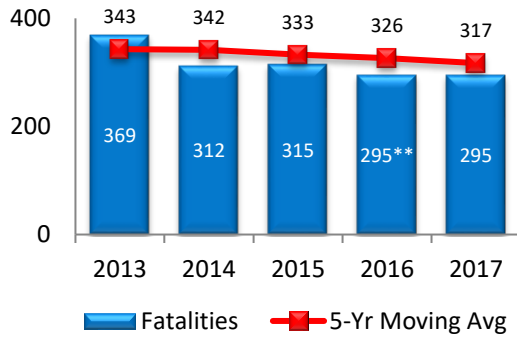
**Based on BAC (.08+) of all involved drivers and
  motorcycle operators*
***Revised based on final FARS data*
Source: FARS

**PERSONS INJURED IN
ALCOHOL-RELATED CRASHES***

*Police-reported Crashes
Source: NYS AIS / TSSR

**FATALITIES IN DRUG-RELATED
CRASHES***
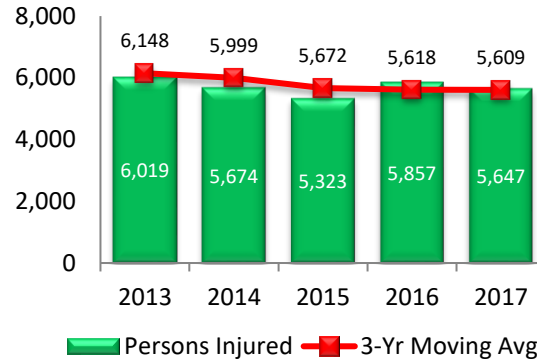
*Police-reported Crashes
Source: NYS AIS / TSSR

Beginning with FFY 2015, the HSSP included a new impaired driving performance measure, fatalities in drug-related crashes. Based on data from New York's AIS, the three-year moving average for these fatalities increased from 240 in 2016 to 255 in 2017, indicating that the target of 216 set for December 31, 2018, will be difficult to achieve.
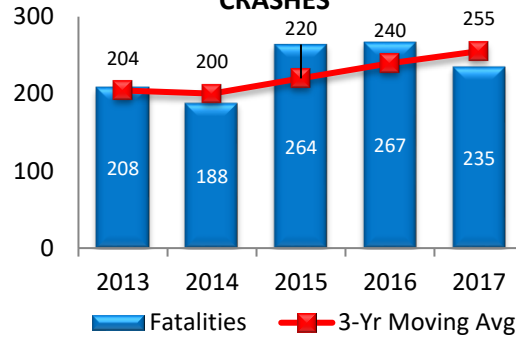
IMPAIRED DRIVING ARRESTS
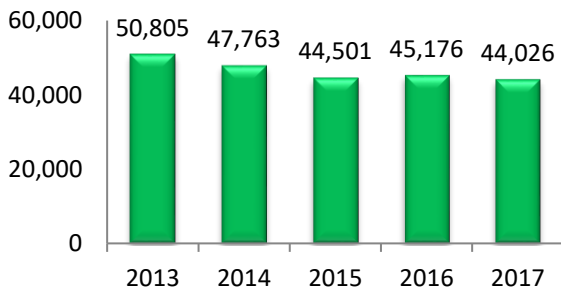
*Sources: NYS TSLED System, Suffolk County STOP-DWI
and NYPD*

Impaired driving arrests include the number of drivers arrested for alcohol-related and drug-related violations under VTL 1192.

Impaired driving arrests have been on a general downward trend in recent years. Between 2013 and 2017, the number of drivers arrested for impaired driving dropped from 50,805 to 44,026, representing a decrease of 13%.

Annual Survey of New York State Drivers: Results Related to Impaired Driving

Impaired driving is one of the traffic safety issues included in the annual survey of drivers conducted at selected DMV offices beginning in 2010. The first section below provides the results of the questions related to the frequency of drinking and driving and perceptions of the risk of arrest for drinking and driving compiled from the surveys conducted from 2014 to 2018. The second section below presents the results of a question about using drugs and driving that was added to the survey in 2017.

Drinking and Driving

In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?					
	2014	**2015**	**2016**	**2017**	**2018**
0 times	87.3%	86.5%	88.6%	86.8%	88.7%
1 time	6.2%	4.7%	4.7%	6.2%	5.8%
2 times	3.1%	5.0%	3.3%	3.3%	2.8%
3 times	0.9%	1.7%	1.1%	1.6%	1.1%
4 times	0.6%	0.6%	0.8%	0.7%	0.6%
5 or more times	1.8%	1.6%	1.4%	1.5%	1.0%
What do you think the chances are of someone getting arrested if they drive after drinking?					
	2014	**2015**	**2016**	**2017**	**2018**
Always	30.2%	30.8%	32.7%	31.3%	32.3%
Most of the time	28.7%	29.4%	28.9%	31.1%	27.6%
Sometimes	32.9%	30.9%	30.7%	30.3%	30.9%
Rarely	4.8%	5.3%	3.7%	4.4%	5.7%
Never	3.4%	3.7%	4.0%	2.9%	3.5%

Source: 2014-2018 Driver Behavior Surveys

- 87%-89% of the survey respondents in each of the five years said they had not driven within two hours after consuming alcohol in the past 30 days.

- 59%-62% of the respondents each year thought a driver would "always" or "most of the time" be arrested for drinking and driving.

Differences by Gender

- Men are consistently more likely than women to drink and drive.

- The proportion of men who reported that they had driven after drinking at least once in the past 30 days was 13% in 2018, down from 15%-16% in the years 2014-2017.

- With the exception of 2016, the proportion of women who said they had driven after drinking at least once in the past 30 days was 9%-10% each year.

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONE TIME IN PAST 30 DAYS BY GENDER
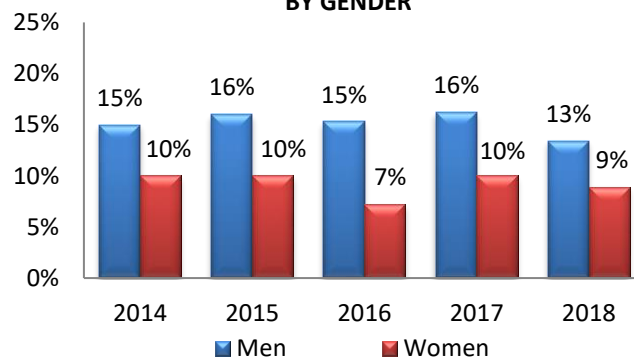
Source: 2014-2018 Driver Behavior Surveys

- Women perceive a greater risk of arrest for drinking and driving than men.

- In 2018, nearly 6 of every 10 men (57%) and almost two-thirds of women (64%) surveyed thought that someone would get arrested "always" or "most of the time" if they drive after drinking.

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY GENDER
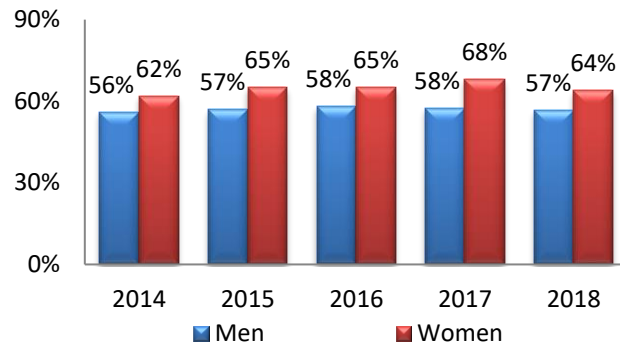
Source: 2014-2018 Driver Behavior Surveys

Differences by Age

Analyses by age group were also conducted for the survey respondents who said they had driven within two hours after drinking at least once in the past 30 days.

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers under the legal drinking age. In 2017 and 2018, 20% of the drivers under 21 years of age reported driving after drinking.

- Compared to 2017, the proportion of drivers who said they had driven after drinking in 2018 declined in the age groups 21 and older. The greatest decrease occurred in the 55-64 age group (from 10% to 6%).

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2017-2018
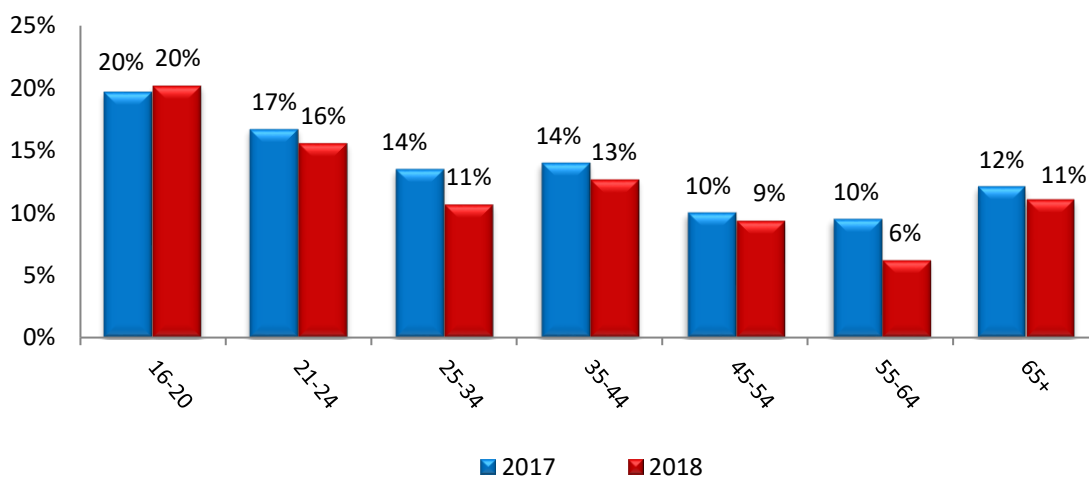
Source: 2017-2018 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket decreases with age; in 2018, 60% of the drivers ages 16-20 and 66% of those ages 21-24 thought that someone who was drinking and driving would be arrested "always" or "most of the time," compared to 49% of drivers age 65 and older.

- Between 2017 and 2018, the perception of risk of being arrested for driving after drinking increased the most among drivers ages 21 to 24 (from 58% to 66%) and decreased the most among drivers ages 45 to 54 (from 62% to 56%).

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP: 2017-2018

Age Group	2017	2018
16-20	65%	60%
21-24	58%	66%
25-34	70%	65%
35-44	65%	61%
45-54	62%	56%
55-64	57%	55%
65+	46%	49%
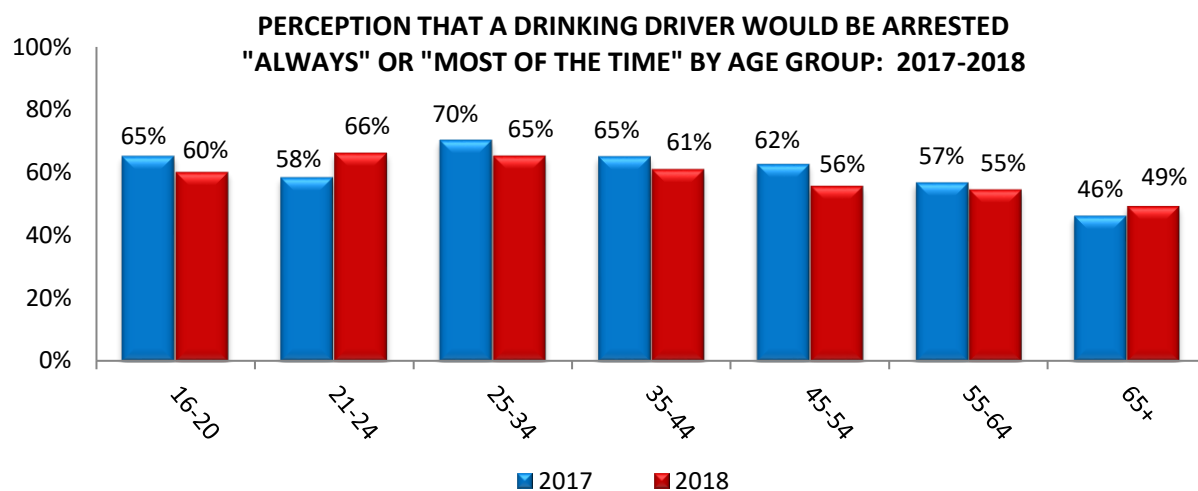
Source: 2017-2018 Driver Behavior Surveys

Drugs and Driving

As indicated previously, a question on drugs and driving was added to the annual survey in 2017.

- 96% of survey respondents in 2018 reported that in the past 30 days they had not driven within two hours after using drugs.

- In 2018, 3% of the women surveyed said they had driven after using drugs at least once in the past 30 days, compared to 5% of the men surveyed.

In the past 30 days, how many times have you driven a motor vehicle within two hours after using drugs?

	2017	2018
0 times	94.8%	95.9%
1 time	1.3%	0.9%
2 times	1.4%	1.0%
3 times	1.0%	0.5%
4 times	0.2%	0.2%
5 times	1.3%	1.5%

Source: 2017-2018 Driver Behavior Surveys

- Larger proportions of drivers in the younger age groups reported driving within two hours after using drugs at least once in the last 30 days. In 2018, 19% of drivers ages 16-20 and 8% of drivers ages 21-24 reported this behavior, compared with 1%-3% of those surveyed who were age 35 and older.

HAVE DRIVEN WITHIN TWO HOURS AFTER USING DRUGS AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2017-2018
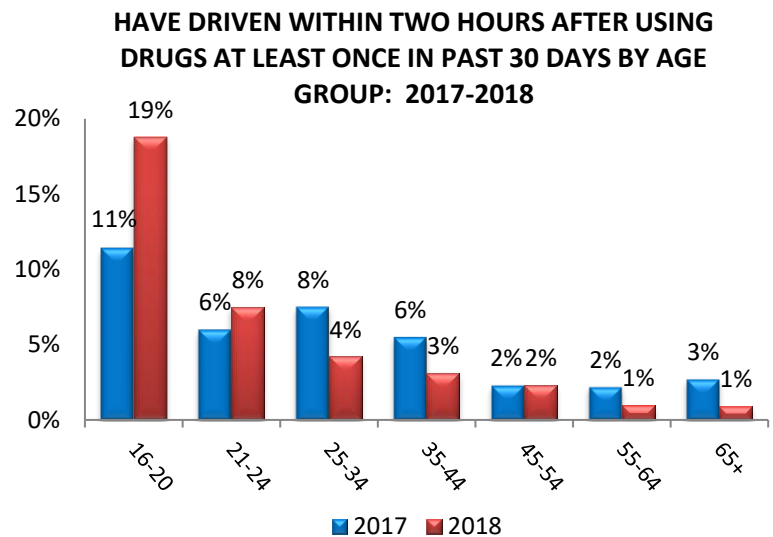
Source: 2017-2018 Driver Behavior Surveys

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Impaired Driving program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2018 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Impaired Driving Laws

"Drive Sober or Get Pulled Over"

In FFY 2018, New York's "Drive Sober or Get Pulled Over" enforcement and education initiative incorporated the slogan, "Have a Plan." The campaign is a cooperative effort involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national crackdown periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways—Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick's Day, Memorial Day, the 4th of July and late summer into Labor Day. In FFY 2018, the counties were asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call-outs throughout the grant period.

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. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified Drug Recognition Expert.

Each county tailored its efforts during the crackdowns to the available enforcement personnel and activities significant to their community. For example, to increase public awareness and media coverage, Ontario County dedicated one of its sobriety checkpoints to a local victim who lost her life in a crash involving an impaired driver. A total of 789 vehicles passed through the checkpoint; 33 drivers were pulled over for secondary testing, two were arrested for DWI and two were arrested for DWAI-Drugs.

The results of the grant-funded crackdown initiative in FFY 2018 are as follows:

- 19 counties and 62 agencies participated in the Halloween Crackdown resulting in 13 DWI/DWAI arrests, 1 DWAI-Drugs only arrest, 25 other arrests and 339 VTL summonses.

- 30 counties and 89 agencies participated in the Thanksgiving Crackdown period resulting in 42 DWI/DWAI arrests, 6 DWAI-Drugs only arrests, 38 other arrests and 581 VTL summonses.

- 36 counties and 109 agencies participated in the Holiday Season Crackdown resulting in 63 DWI/DWAI arrests, 5 DWAI-Drug only arrests, 67 other arrests and 729 VTL summonses.

- 29 counties and 83 agencies participated in the Super Bowl Crackdown resulting in 34 DWI/DWAI arrests, 0 DWAI-Drug only arrests, 35 other arrests and 422 VTL summonses.

- 38 counties and 125 agencies participated in the St. Patrick's Day Crackdown resulting in 62 DWI/DWAI arrests, 2 DWAI-Drug only arrests, 75 other arrests and 913 VTL summonses.

- 39 counties and 128 agencies participated in the Memorial Day Crackdown resulting in 49 DWI/DWAI arrests, 8 DWAI-Drug only arrests, 94 other arrests and 986 VTL summonses.

- 39 counties and 121 agencies participated in the 4th of July Crackdown resulting in 59 DWI/DWAI arrests, 4 DWAI-Drug only arrests, 101 other arrests and 1,327 VTL summonses.

- 36 counties and 126 agencies participated in the Labor Day Crackdown resulting in 71 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 124 other arrests and 1,660 VTL summonses.

In addition, 29 counties received a total of 373 requests for a DRE call-out during the crackdowns; 351 evaluations were conducted by the DREs who were deployed.

Last Drink Location

The NYS Division of Criminal Justice Services (DCJS) and the New York State Police are making information available on the last location where an arrested impaired driver drank, as well as the exact location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop programs in various counties to work with local establishments with liquor licenses to prevent intoxicated patrons from being served and then driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 50 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2018. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.

Approximately 605 evidential breath test devices were repaired and certified for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJustice NY. In addition, the software on 477 DataMaster DMT instruments has been fully updated, providing Ethernet connectivity that allows real-time, accurate and secure transmission of impaired driving data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs.

In FFY 2018, the DCJS Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 2,634 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator course, Breath Analysis Operator Instructor course and Breath Analysis Recertification courses.

In addition, a total of 1,249 police officers attended Standardized Field Sobriety Testing courses, including the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course.

In total, during FFY 2018, the OPS provided quality training to 3,883 municipal law enforcement officers across the state.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2018, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included: standardized field sobriety tests, defense challenges surrounding breath tests, crash reconstruction, distracted driving, ethical issues in vehicular crimes prosecutions, trial advocacy training for new prosecutors, and trial technology training for vehicular crimes prosecutors. Most of the live training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. Under this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Toxicologist Training

The New York State Police Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists' role in highway safety; these professionals must be kept up-to-date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from GTSC, toxicologists from the New York State Police Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Society of Forensic Toxicologists (SOFT) Annual Meeting, the American Academy of Forensic Sciences (AAFS) Annual Meeting, the Northeastern Association of Forensic Scientists (NEAFS) Annual Meeting, the International Association of Chemical Testing (IACT) Annual Meeting, and the International Association of Chiefs of Police (IACP) Drugs, Alcohol, and Impaired Driving Conference. Staff also attended specific training on drug impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. Several online training courses were also taken on basic analytical and forensic topics. These activities are essential to maintaining expert witness qualifications. Additionally, one scientist successfully completed training to become a certified assessor for the ANSI National Accreditation Board (ANAB) which accredits forensic laboratories including those throughout New York State.

Being active members of the forensic toxicology profession allows NYSP staff to serve in critical roles shaping the future of forensics on both a state and national level. NYSP Toxicology staff are members of the National Institute of Standards and Technology (NIST) Organization of Scientific Area Committees (OSAC) Toxicology Subcommittee which is developing standards of practice for forensic toxicology; the National Safety Council's Alcohol, Drugs and Impairment Division which publishes guidelines for DUID laboratories; the SOFT/AAFS Drugs & Driving Committee which is assisting labs in meeting those published guidelines; and the IACT Training Committee which provides high quality breath and blood alcohol training.

Improvement of Toxicology Services for Impaired Driving Enforcement

Forensic toxicology services are essential to the effective enforcement of New York's impaired driving laws. The volume and complexity of the testing needed to support the state's impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. GTSC has partnered with the New York State Police Crime Laboratory (the largest provider of impaired driving toxicology services in the state) to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. Due to the lengthy hiring process and intense training program, the benefits of this partnership will develop over the next several years. Outcomes will include faster turn-around times for lab results, an increase in the number of drugs that can be detected and the addition of quantitative services. During FFY 2018, the median turn-around time for toxicology cases at the NYSP laboratory continued to decrease.

DWI Offender Treatment, Monitoring, Control

NYS Office of Probation and Correctional Alternatives (OPCA) Traffic Safety and Sanctions Project

The Child Passenger Protection Act or "Leandra's Law" was signed into law in New York State on November 18, 2009. One of the key provisions of this important law, effective December 18, 2009, made DWI with a child under 16 years of age in a motor vehicle a Class E felony offense. A second provision of Leandra's Law is the requirement that individuals convicted of DWI must install an ignition

interlock device in any motor vehicle they "own or operate." The Division of Criminal Justice Services (DCJS) Office of Probation and Correctional Alternatives (OPCA) is responsible for developing regulations and monitoring the implementation of the IID program.

Leandra's Law was updated in 2013 to include a number of important changes: requiring a minimum IID installation period of 12 months; allowing IIDs installed in advance of sentencing to be applied to the required installation period; confirming that the law applies to Youthful Offenders in full; and requiring offenders who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Major activities conducted in FFY 2018 are described below.

- The annual Qualified Manufacturers Audit of their Installation/Service Providers was initiated, requiring the Qualified Manufacturers to audit all locations in the state in order to ensure compliance with the regulatory provisions that govern their work.

- OPCA staff conducted on-site visits to five Installation/Service Providers to unsure that the vendors were in compliance with all regulatory and contractual obligations.

- OPCA staff conducted on-site visits to 14 probation departments where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices.

- Using maps provided by the Office of Information Technology Services (ITS), an OPCA representative communicated with manufacturers as needed to address any gaps in service coverage within a circle encompassing a 50-mile radius from the location of each provider.

- OPCA staff provided three training sessions in April, May and September 2018 on the requirements of New York's IID Program, IID non-installer enforcement and NYS Vehicle and Traffic Law §1198; a total of 229 representatives from probation, law enforcement and District Attorney offices participated in the training.

- In August 2018, OPCA hosted the Ninth Annual New York State Ignition Interlock Conference, with over 80 people in attendance. In addition to a review of national and state statistics, the agenda included the topic of IID Non-Installer Enforcement, a panel discussion on Conditional Discharge Ignition Interlock Monitors and an overview of the Quality Assurance Program.

- OPCA staff reviewed IID-related programs overseen by NYS DMV, OASAS, DOH and the Office of Justice Court Support.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and PI&E Outreach

The Foundation continued to maintain and implement updates to its "Have a Plan" mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been 13,153 mobile app downloads since its inception in August 2014.

Educational and promotional materials continued to be developed and distributed to further promote the app. The majority of users fall within the target group of 18-34 years of age.

The Foundation contracted with Column Five Media to increase awareness through social media. Under this contract, a 60-second "NYS STOP-DWI History" motion graphic (http://stopdwi.org) was developed and is available on both YouTube and Vimeo for download and viewing.

In addition, two new infographics were developed. The infographic below on the left illustrates the costs associated with receiving a DWI. The infographic below on the right is intended to educate party hosts on their responsibilities to ensure their guests get home safely and is available at http://stopdwi.org/content/good-host-checklist.
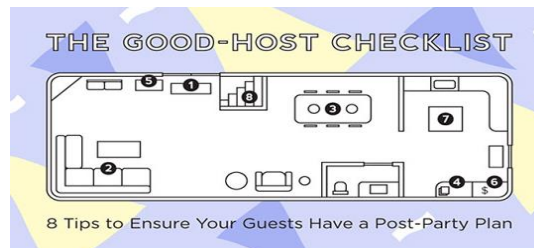
The NYS STOP-DWI Foundation also sponsored several training events during FFY 2018:
- Four "High in Plain Sight" trainings were offered. This training is a comprehensive course on the latest alcohol and drug use trends. These trainings reached 361 people.
- Five "Recognizing Impaired Persons" training sessions were conducted for a total of 241 participants. This course teaches attendees the signs and symptoms of probable alcohol misuse and probable drug use.

Underage Drinking and Alcohol-Impaired Driving

New York State Police Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2018, the New York State Police continued to conduct a comprehensive multifaceted strategy which included the following components: deterrence, detection, officer training, public education and underage enforcement.   Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- ***Underage Drinking Identification Details:*** The State Police conducted a total of 155 Underage Drinking Identification (UDI) enforcement details during which 2,198 retail stores and 198 bars and taverns were checked. Of these, 160 bars (81%) and 2,002 retail stores (91%) were in compliance. The details resulted in 210 arrests for violations of the ABC law and 143 arrests for violations of the Penal Law.

- ***Sobriety Checkpoints:*** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 234 fixed sobriety checkpoints were conducted, resulting in 460 DWI and 498 criminal arrests.

- ***Dedicated DWI Patrols:*** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,641 dedicated DWI patrols were conducted resulting in 3,870 DWI and 326 criminal arrests.

- *Training:* State Police DRE instructors assisted with DRE schools conducted in Suffolk, Batavia and Latham and with the field certification training. At GTSC's request, these instructors also assisted with ARIDE training events. Standardized Field Sobriety Testing training was provided to all recruits attending the Basic School at the New York State Police Academy.

- *National Holiday Crackdown:* During the National Holiday Crackdown and New Year's period, the State Police conducted 19 Sobriety Checkpoints resulting in 36 DWI arrests and 53 dedicated DWI patrols resulting in 13 DWI arrests. Also during this time period, 18 Underage Drinking Identification details were conducted; 13 of the 17 bars checked, as well as 208 of the 230 retail establishments checked were in compliance. During the New Year's weekend, the State Police conducted eight Sobriety Checkpoints, making 13 DWI arrests.

- *Public Information and Education:* Efforts continued to develop effective PI&E materials for both DWI and underage drinking issues. In a coordinated effort among programs (seatbelts, motorcycle and speed enforcement), information cards as well as other commodities were purchased emphasizing the combined traffic safety messages. These PI&E materials were developed and disseminated statewide to schools and at fairs and other events.

Operation Prevent – Stop Bad ID

Operation Prevent is an underage drinking enforcement initiative conducted by the DMV Division of Field Investigation (DFI) with state and local law enforcement partners throughout the state. The program is designed to prevent underage drinking at a variety of venues where minors may use counterfeit or altered identification to purchase alcohol. Target venues are identified in collaboration with local police agencies, county STOP-DWI coordinators, the State Liquor Authority and other agencies that may provide reliable information about establishments serving underage drinkers.

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. The DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2018, DFI investigators visited 124 establishments/venues that serve alcohol, seized 730 illegal identity documents from patrons who were under the age of 21, and made 677 arrests.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications.

DRE Training Programs

The GTSC staff coordinates the state's Drug Recognition Expert (DRE) program through the DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. The DRE course was offered in February, May and September 2018; 47 new Drug Recognition Experts were trained and certified. A total of 268 DREs are now deployed across the state.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2018, 14 training programs were conducted in various parts of the state; 391 police officers completed the ARIDE training this year.

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

Institute for Traffic Safety Management and Research Impaired Driving Research Projects

Fact Sheets, Presentations and Research Studies

In FFY 2018, the Institute for Traffic Safety Management and Research (ITSMR) compiled the following Fact Sheets:

- Alcohol-Related Crashes: 2012-2016
- Drug-Related Fatal and Personal Injury Crashes: 2012-2016
- Impaired Driving Crashes and Arrests: 2012-2016
- Alcohol and Drugged Driving Arrests (TSLED only): 2012-2016

These fact sheets are available on the ITSMR website (www.itsmr.org).

ITSMR project staff also prepared a number of PowerPoint presentations on the topic of impaired driving for delivery at statewide meetings. These include:

- A workshop presentation at the New York State Highway Safety Symposium in Niagara Falls, October 2017, focusing on DRE activity at the county level, including the volume of DRE Evaluations, overall VTL 1192.1-4 arrest activity, toxicology results, and impaired driving-related crashes
- A presentation for the NYS Office of Probation and Correctional Alternatives Ignition Interlock Conference, Albany, August 2018
- A keynote address focusing on the state of drug-impaired driving in Dutchess County as well as the benefits of the DRE program and the use of DRE data to better allocate DRE resources, presented at the Dutchess County STOP DWI awards luncheon, November 2017.

Three studies on impaired driving were conducted in FFY 2018. Research notes presenting the results of these studies are available on ITSMR's website (www.itsmr.org).

- *Drug Involvement in Fatal and Personal Injury Crashes on New York Roadways: 2012-2016 (December 2017)*
- *Impaired Driving Crashes on New York Roadways: 2013-2017 (September 2018)*
- *BAC Testing Rates and BAC Levels of Alcohol-Impaired Drivers on New York Roadways (September 2018)*

Enhancement of the Drug Recognition Expert (DRE) Data Entry & Management System

ITSMR continued to expand and enhance the DRE Data Entry & Management System during FFY 2018. The system has a web-based application and a tablet application. The tablet can be used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. Version 4.5 of the tablet application, issued in April 2018, includes many small enhancements as well as these highlights:

- Email notifications for both the DRE and the instructor during the evaluation review process
- The data collection tool for national crackdown periods

Work on version 4.7 of the tablet application has been completed and is scheduled to be released in November 2018. Version 4.7 includes these features:

- The addition of 6 individual faces for the Finger to Nose divided attention test
- A new version of the IACP facesheet
- The geo-coordinates for crash location
- An electronic signature on the facesheet for both the DRE and the Instructor

ITSMR staff, with the assistance of GTSC staff, ensured that the tablets being used by each of New York's DREs were up-to-date with the current software and operating systems. A more stringent inventory system was put in place.

ITSMR continues to solicit input from its DRE Technical Advisory Group that includes DREs and State Coordinators from 10 states that have signed License Agreements with ITSMR, as well as New York. The input and feedback from this group remains instrumental in the continued improvements to the DRE Data Entry & Management System.

Training and Technical Support

ITSMR staff continued to provide training and technical support to all DREs using the tablet and web applications during FFY 2018. A training session was conducted at the annual DRE Instructor meeting in Whitesboro in November 2017; DRE Instructors received training on the Review function within the DRE Data Entry & Management System applications.

In 2018, ITSMR staff participated in the training of new DREs in February (Bethpage), May (Batavia), and September (Latham). ITSMR staff assisted at a Field Certification session in June (Jacksonville). ITSMR staff were responsible for configuring and assigning tablets for new DREs and for conducting the training in the use of the tablet and application.

ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the tablet and web applications during FFY 2018. ITSMR staff also continued to maintain/upgrade hardware, software and the applications involved, as needed. Throughout FFY 2018, Atlassian JIRA Desk Support software was used to improve the tracking of technical support requests and provide more efficient service to the DREs.

POLICE TRAFFIC SERVICES

The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state's Vehicle and Traffic Law (VTL). In 2017, police agencies in New York issued approximately 3,725,000 tickets, a 4% increase over the approximately 3,577,000 tickets issued in 2016.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2017, the New York City Police Department (NYPD) issued 29% of the tickets, other local police departments issued 27%, another 28% were written by the State Police, and county enforcement agencies issued 16%. The distribution of tickets by enforcement agency type has remained fairly consistent for the past several years.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2017

County 16%
NYPD 29%
State Police 28%
Other Local 27%
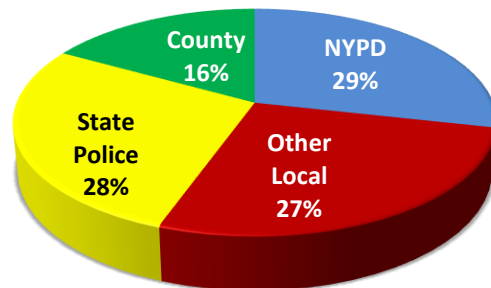
Sources: NYS TSLED and AA systems / TSSR

Each year, a significant portion of GTSC's available grant funds is awarded to law enforcement agencies at the state, county and local level. To ensure the effectiveness of New York's traffic enforcement efforts, all applications for funding must meet the requirements of the state's Traffic Safety Enforcement Program (TSEP); the issue to be addressed must be documented by data and the strategies proposed to address the issue must be evidence-based. In FFY 2018, GTSC staff conducted regional training sessions to assist police agencies in developing data-driven PTS grant applications consistent with the state's evidence-based TSEP.

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 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 TSEP.

GTSC works with its traffic safety partners to implement new innovative programs each year. One example is "Speed Awareness Week," a high-visibility enforcement blitz aimed at reducing speed-related crashes. Police agencies deployed targeted speed enforcement details on roadways identified as having a high incidence of speed-related crashes; both the media and the courts were notified that increased speed enforcement would be occurring.

The New York State Police (NYSP) ran two successful "Speed Awareness Week" campaigns in June and August 2018. During this period 23,499 speed-related tickets were issued; targeted speed enforcement details accounted for 6,063 of these tickets.

The NYSP conducted another successful set of initiatives during FFY 2018 related to distracted driving, in particular, enforcement of cell phone and texting violations. These initiatives resulted in the NYSP issuing more than 7,600 tickets for cell phone, texting and other Vehicle and Traffic Law violations. One program, called "Operation Hang Up," focused on motorists who use their cell phone and other electronic devices while driving. Two five-day waves in November 2017 and April 2018 resulted in 4,542 tickets for talking and texting while driving.

Law enforcement training programs are another important component of New York's PTS program. One example is the commercial motor vehicle training provided by GTSC and its federal and state partners to police officers from local agencies. The intent of the training is to provide local law enforcement with the information and tools to be better equipped and prepared to contend with crashes and traffic violations involving commercial motor vehicles. Locations for the training are determined through a data-driven approach to identify counties and areas of the state that are overrepresented in commercial vehicle crashes. In FFY 2018, three regional training programs were held at the New York Police Department's (NYPD) Police Academy, the Suffolk County Police Academy, and the NYS School Boards Association in Latham. A total of 312 officers representing 28 individual police departments from eight counties attended the training programs and received certificates of completion.

ASSESSMENT OF PROGRESS

Police Traffic Services Targets for FFY 2018

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

❖ 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

Status of Performance Measures

SPEEDING-RELATED FATALITIES

Source: FARS

TICKETS ISSUED FOR SPEEDING VIOLATIONS
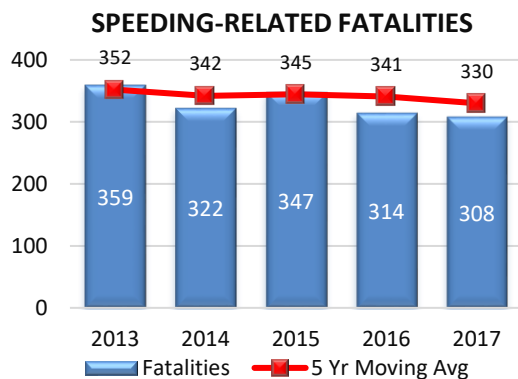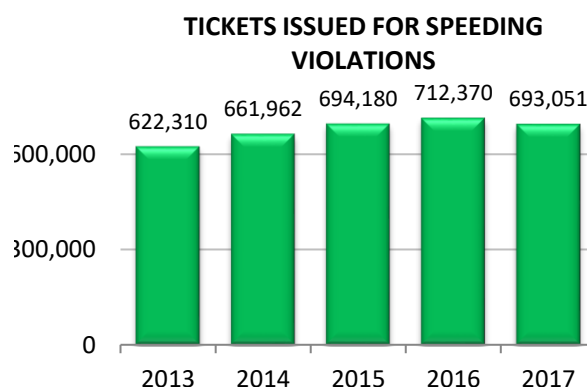
Sources: NYS TSLED and AA systems / TSSR

The five-year moving average for speeding-related fatalities generally declined from 2013 to 2017. The 2017 average of 330 indicated good progress toward the target of 327 set for 2018.

The upward trend in the number of tickets issued for speeding violations between 2013 and 2016 was followed by a small decline in 2017 (from 712,370 in 2016 to 693,051). Overall, speeding tickets increased 11% between 2013 and 2017 while speeding-related fatalities decreased 14%.

The second performance measure set for PTS relates to the dangerous behavior of texting or talking on the phone while driving. A cell phone crash is defined as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

FATAL & PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE OR TEXTING*

Year	F & PI Crashes	3 Yr Moving Avg
2013	449	403
2014	435	432
2015	436	440
2016	497	456
2017	526	486

*Police-reported crashes
Source: NYS AIS / TSSR

Over the five-year period, 2013-2017, the three-year average number of fatal and personal injury cell phone crashes revealed an upward trend. Because the average number of these crashes increased 21%, from 403 in 2013 to 486 in 2017, the target of 431 set for December 31, 2018, may be difficult to reach.
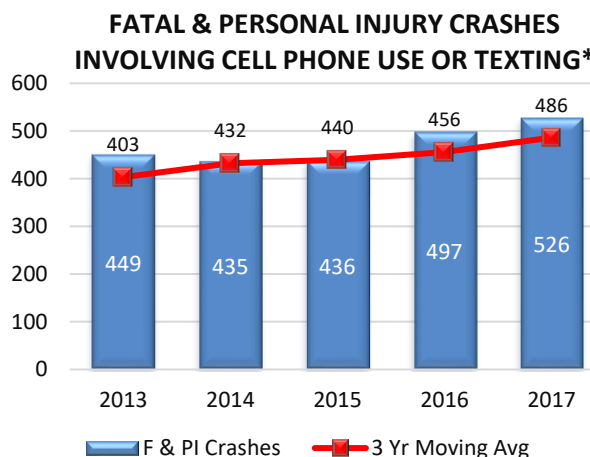
Annual Survey of New York State Drivers: Results Related to Speeding

Unsafe speed is one of the major traffic safety topics included in the survey of drivers conducted annually at five Department of Motor Vehicles offices. Beginning with the 2012 survey, drivers were asked how frequently they exceed the speed limit by more than five miles an hour. The table below shows the results of the questions related to the frequency of speeding behavior and the perceptions of the risk of being ticketed for speeding compiled from the surveys conducted 2014-2018.

| How often do you drive more than 5 mph over the speed limit?	2014	2015	2016	2017	2018
Always	11.1%	12.5%	11.5%	12.4%	10.2%
Most of the time	25.5%	23.3%	26.1%	26.0%	27.8%
Sometimes	38.5%	38.1%	38.9%	37.4%	37.4%
Rarely	14.2%	15.4%	12.9%	13.4%	15.3%
Never	10.6%	10.7%	10.7%	10.8%	9.3%

What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?	2014	2015	2016	2017	2018
Always	6.9%	9.2%	8.3%	10.0%	9.4%
Most of the time	12.5%	14.2%	13.5%	14.1%	14.8%
Sometimes	36.9%	37.4%	37.9%	34.3%	37.2%
Rarely	34.4%	30.2%	30.3%	31.7%	29.8%
Never	9.3%	9.0%	9.9%	9.9%	8.8%

Source: 2014-2018 Driver Behavior Surveys

- 36%-38% of the drivers surveyed each year, 2014-2018, reported that they "always" or "most of the time" drive more than 5 mph over the speed limit.

- In 2018, 24% of the drivers thought they would "always" (9%) or "most of the time" (15%) get a ticket for driving more than 5 mph over the speed limit, up from 19% in 2014.

- 39%-44% of the drivers surveyed each year thought they would "rarely" or "never" be ticketed for driving more than 5 mph over the speed limit.

- The perception of the risk of getting a ticket for speeding is lower than the perception for other violations; in the 2018 survey, 60% of the respondents thought a driver would "always" or "most of the time" be arrested if they were driving after drinking and 53% thought a driver would "always" or "most of the time" get a ticket if they failed to use their seat belt, compared to 24% of the respondents who thought they would "always' or "most of the time" get a ticket for speeding.

Differences by Gender

Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups.
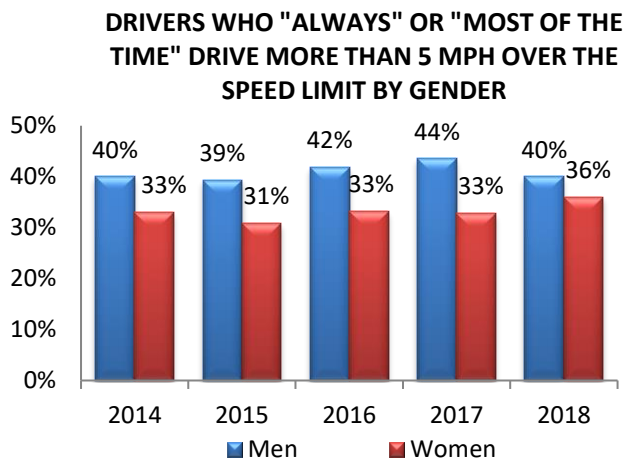
DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY GENDER

Source: 2014-2018 Driver Behavior Surveys

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY GENDER
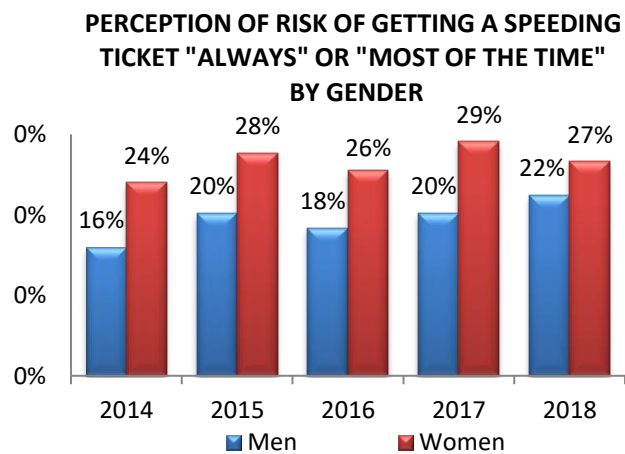
Source: 2014-2018 Driver Behavior Surveys

- Men are more likely to speed than women.

- In the five surveys conducted 2014-2018, 31%-36% of the female drivers said they drive more than 5 mph over the speed limit "always" or "most of the time" compared to 39%-44% of the male drivers.

- Women consistently perceive a greater risk of getting a ticket for speeding than men; in 2018, 22% of the men and 27% of the women thought they would "always" or "most of the time" get a ticket for going more than 5 mph over the speed limit.

Differences by Age

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

Source: 2017-2018 Driver Behavior Surveys
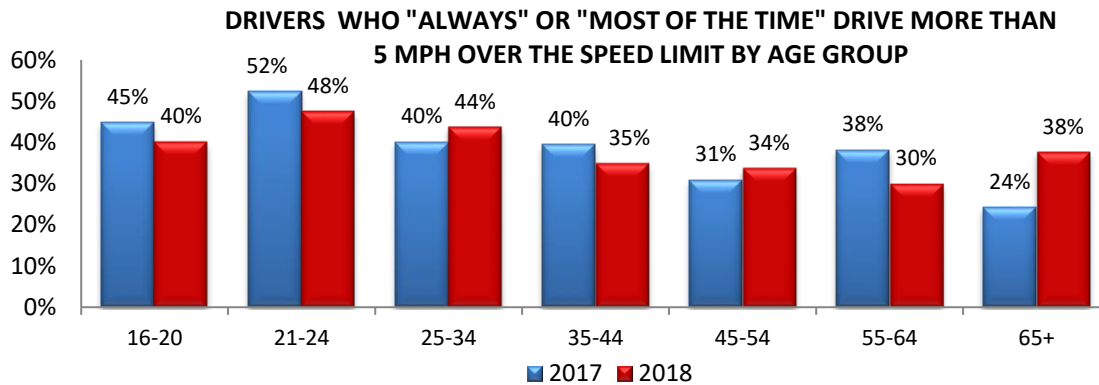
- Both in 2017 and 2018, drivers ages 21-24 were the most likely to report that they "always" or "most of the time" drive more than 5 mph over the speed limit. Drivers in the oldest age group, 65 and over, were the least likely to report that they exceed the speed limit "always" or "most of the time" in 2017 (24%); and drivers ages 55-64 were the least likely to report speeding in 2018 (30%).

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP

Source: 2017-2018 Driver Behavior Surveys
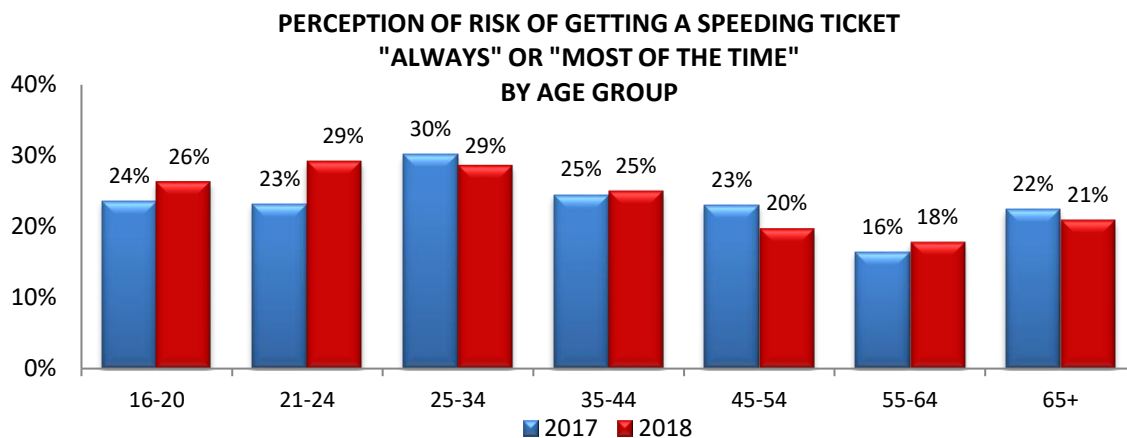
- In 2018, the perception of the risk of getting a speeding ticket "always" or "most of the time" for driving more than 5 mph over the speed limit was highest among drivers ages 21-34 (29%) and lowest among drivers ages 55-64 (18%).

Annual Survey of New York State Drivers: Results Related to Distracted Driving

Distracted driving is another key issue that is addressed in the state's PTS program. Beginning in 2012, a series of questions on distracted driving was included in the annual driver behavior survey conducted at five DMV offices. The questions focused on behaviors related to using hand-held cell phones to text and talk while driving and perceptions of the risk of being ticketed for this behavior. The drivers were also asked their opinion about the effect of texting on a driver's ability to drive safely.

How often do you send or receive text messages while driving?					
	2014	**2015**	**2016**	**2017**	**2018**
Always	3.2%	3.2%	2.9%	3.8%	3.6%
Most of the time	5.6%	4.6%	5.1%	5.6%	4.1%
Sometimes	19.5%	19.1%	19.7%	21.0%	20.2%
Rarely	21.6%	21.3%	23.0%	21.9%	22.4%
Never	50.0%	51.7%	49.3%	47.6%	49.7%

How often do you talk on a cell phone while driving?					
	2014	**2015**	**2016**	**2017**	**2018**
Always	3.4%	3.4%	2.9%	5.2%	4.1%
Most of the time	5.9%	4.8%	5.5%	7.1%	6.9%
Sometimes	23.6%	23.9%	20.9%	23.7%	22.9%
Rarely	27.7%	25.9%	28.9%	26.3%	27.9%
Never	39.3%	42.0%	41.7%	37.7%	38.2%

Source: 2014-2018 Driver Behavior Surveys

- 8%-9% of the drivers each year reported that they "always" or "most of the time" send or receive text messages while driving; 19%-21% said "sometimes" and 21%-23% said "rarely."

- 48%-52% of the respondents each year said they never text while driving.

- Compared to drivers who text, a larger proportion of respondents said that they talk on a cell phone while driving. In 2018, 62% reported that they talk on a cell phone while driving; 11% said they "always" or "most of the time" talk on a cell phone while driving, 23% said "sometimes" and 28% said "rarely."

- 38%-42% of the respondents each year said they never talk on a cell phone while driving.

Since New York's law allows the use of hands-free cell phones, a question about the use of hand-held cell phones while driving was included in the surveys beginning in 2013. The responses below are limited to those who answered that they talk on a cell phone while driving at least "rarely."

When you talk on a cell phone while driving, how often do you use a hand-held phone?					
	2014	**2015**	**2016**	**2017**	**2018**
Always	17.0%	20.8%	17.0%	16.5%	17.0%
Most of the time	13.3%	13.5%	11.4%	8.7%	8.2%
Sometimes	20.2%	16.8%	15.7%	16.4%	14.7%
Rarely	24.5%	23.4%	24.5%	27.5%	23.3%
Never	25.0%	25.5%	31.4%	30.9%	36.9%

Source: 2014-2018 Driver Behavior Surveys

- In general, declining proportions of respondents reported using a hand-held device in violation of the law "always" or "most of the time" when they talk on a cell phone while driving, from 34% in 2015 to 25% in 2017 and 2018.

- 37% of the respondents in 2018 said they never use a hand-held phone when they talk on a cell phone while driving, up from 25% in 2014.

Drivers were also questioned about their perceptions of the risk of receiving a ticket for talking on a cell phone or texting in violation of the law.

What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?

	2014	2015	2016	2017	2018
Always	19.3%	20.6%	22.1%	21.3%	22.5%
Most of the time	26.5%	26.3%	25.9%	26.2%	26.9%
Sometimes	33.5%	32.8%	31.9%	33.8%	31.8%
Rarely	13.5%	12.4%	12.4%	12.0%	12.6%
Never	7.3%	7.9%	7.7%	6.7%	6.2%

What do you think the chances are of getting a ticket if you text while driving?

	2014	2015	2016	2017	2018
Always	23.2%	24.3%	25.1%	25.1%	25.5%
Most of the time	20.3%	21.1%	23.4%	20.7%	22.0%
Sometimes	32.9%	32.4%	29.6%	32.2%	29.6%
Rarely	15.5%	14.3%	13.5%	14.9%	15.8%
Never	8.1%	7.8%	8.4%	7.1%	7.0%

Source: 2014-2018 Driver Behavior Surveys

- The perception of risk of getting a ticket for cell phone violations "always" or "most of the time" increased from 46% in 2014 to 49% in 2018.

- Similarly, the proportion of survey respondents who thought drivers would be ticketed "always" or "most of the time" for texting violations increased from 44% in 2014 to 48% in 2018.

The final question on this topic assessed perceptions of the dangers of texting while driving. As indicated in the table below, perceptions of the risk associated with texting while driving remained consistent between 2014 and 2018.

Do you think texting affects a driver's ability to drive safely…

	2014	2015	2016	2017	2018
A great deal	83.6%	84.3%	82.7%	80.8%	83.0%
Somewhat	13.0%	11.8%	13.3%	14.8%	12.5%
Not at all	3.4%	3.9%	4.0%	4.4%	4.5%

Source: 2014-2018 Driver Behavior Surveys

- 81%-84% of the respondents each year thought that texting affects a driver's ability to drive safely "a great deal" and another 12%-15% said a driver's ability is "somewhat" affected. Only 3%-5% thought that texting has no effect on driving ability.

Differences by Gender

Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted driving by gender and age.
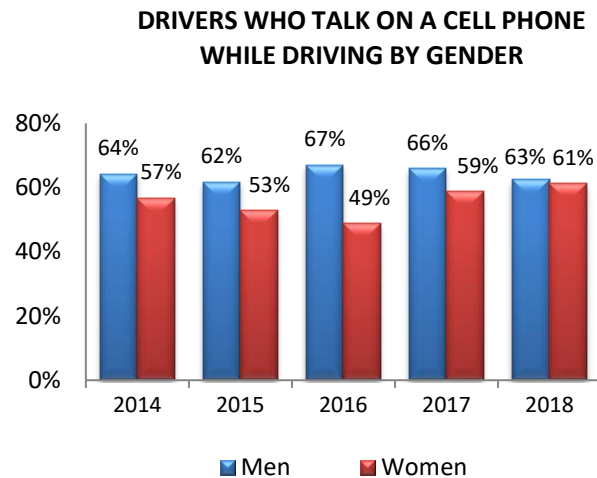
DRIVERS WHO TALK ON A CELL PHONE WHILE DRIVING BY GENDER

Source: 2014-2018 Driver Behavior Surveys

WHEN TALKING ON A CELL PHONE, DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" USE A HAND-HELD PHONE BY GENDER
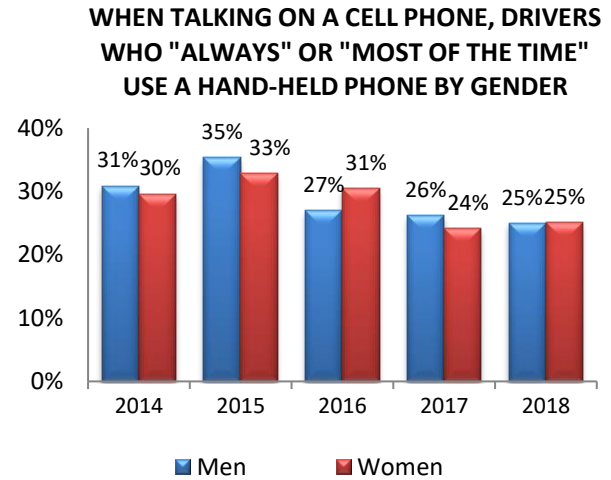
Source: 2014-2018 Driver Behavior Surveys

- Men are more likely than women to talk on a cell phone while driving, though the gap narrowed in 2018, when 63% of men and 61% of women reported talking on a cell phone while driving.

- Of those who said they talk on a cell phone while driving, one quarter of men and one quarter of women in 2018 said they use a hand-held device. These proportions have declined since 2015, from 35% to 25% for men and from 33% to 25% for women.

- Compared to cell phone use, smaller proportions of both men and women text while driving. In 2018, 51% of men reported texting while 63% of men reported using a cell phone while driving; 50% of women reported texting and 61% of women reported using a cell phone while driving.
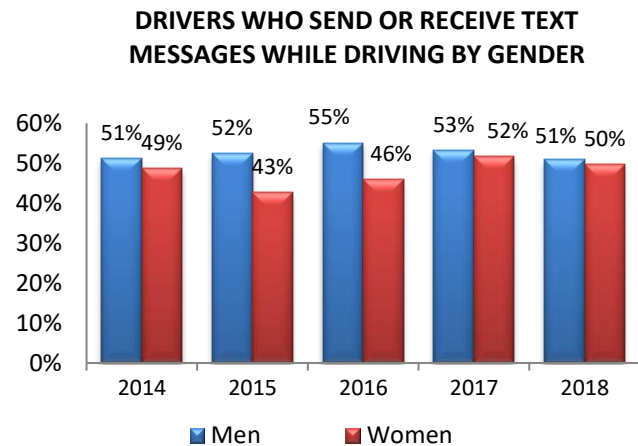
DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY GENDER

Source: 2014-2018 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER

Men: 2014: 42%, 2015: 43%, 2016: 43%, 2017: 43%, 2018: 45%
Women: 2014: 50%, 2015: 52%, 2016: 54%, 2017: 52%, 2018: 56%
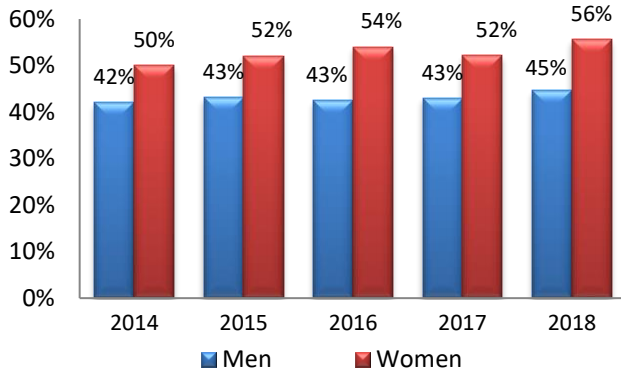
Source: 2014-2018 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TEXTING WHILE DRIVING BY GENDER

Men: 2014: 39%, 2015: 40%, 2016: 43%, 2017: 41%, 2018: 42%
Women: 2014: 48%, 2015: 52%, 2016: 55%, 2017: 51%, 2018: 54%
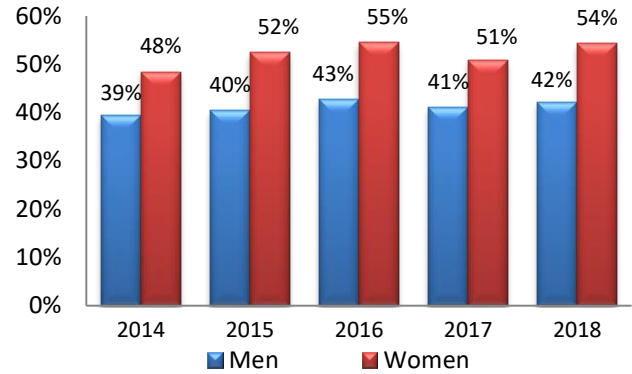
Source: 2014-2018 Driver Behavior Surveys

- The perception of risk of getting a ticket for either talking on a hand-held cell phone or texting while driving was higher among female drivers. In 2018, 56% of women thought a driver would be ticketed "always" or "most of the time" for talking on a hand-held cell phone compared to 45% of men.

- Similarly, in 2018, 54% of women thought a driver would be ticketed "always" or "most of the time" for texting compared to 42% of men.

PERCEPTION THAT TEXTING AFFECTS ABILITY TO DRIVE SAFELY "A GREAT DEAL" BY GENDER

Men: 2014: 81%, 2015: 83%, 2016: 79%, 2017: 79%, 2018: 80%
Women: 2014: 86%, 2015: 87%, 2016: 87%, 2017: 83%, 2018: 87%
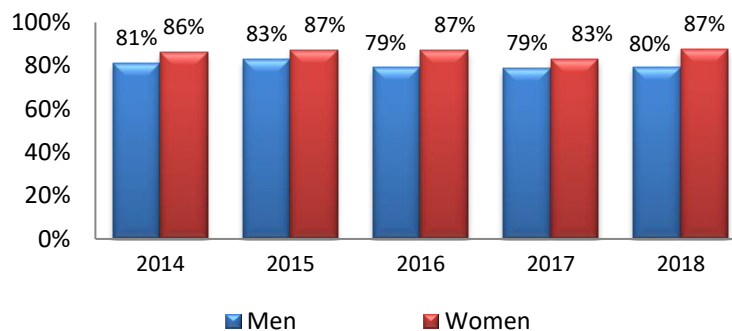
Source: 2014-2018 Driver Behavior Surveys

- In each of the five years, 2014-2018, the large majority of both men and women thought texting affected a driver's ability to drive safely "a great deal" (80% and 87%, respectively, in 2018).

Differences by Age

**DRIVERS WHO "ALWAYS/MOST OF THE TIME"
TALK ON A CELL PHONE OR TEXT WHILE DRIVING
BY AGE GROUP: 2018**

Talk on a Cell Phone While Driving / Text While Driving

Age	Talk	Text
16-20	15%	18%
21-24	17%	14%
25-34	11%	8%
35-44	13%	9%
45-54	12%	5%
55-64	6%	1%
65+	2%	3%
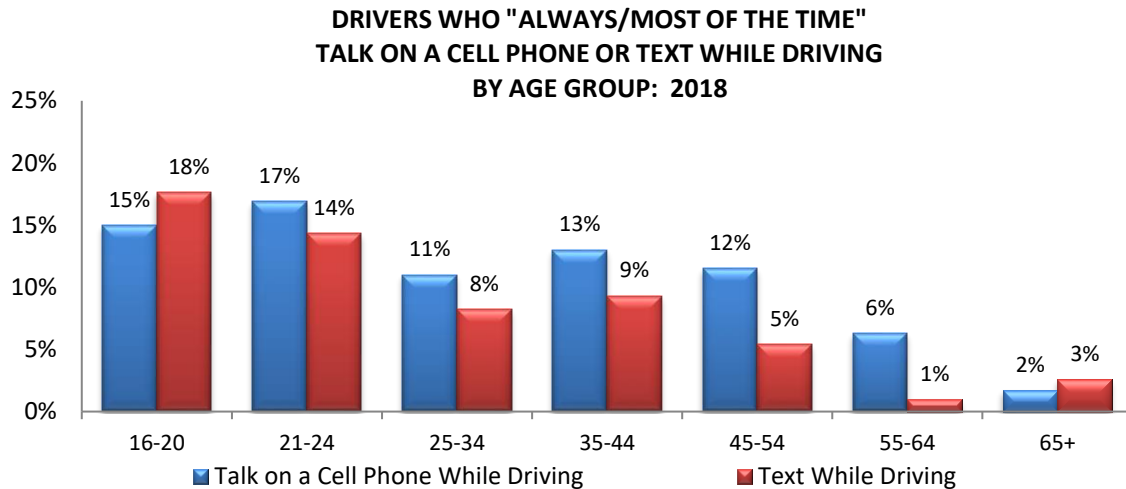
Source: 2018 Driver Behavior Survey

- In 2018, drivers over 20 and under 65 were more likely to talk on a cell phone while driving than to text. Both behaviors generally declined with age, from 15% of those ages 16-20 to 2% of those 65 and older who said they "always" or "most of the time" talk on a cell phone while driving; and from 18% of drivers ages 16-20 to 1%-3% of those 55 and older who said they "always" or "most of the time" text while driving.

**PERCEPTION THAT DRIVERS WOULD RECEIVE A TICKET
"ALWAYS" OR "MOST OF THE TIME"
FOR TALKING ON A HAND-HELD CELL PHONE OR TEXTING WHILE DRIVING
BY AGE GROUP: 2018**

Talking on Hand-Held Cell Phone While Driving / Texting While Driving

Age	Talking	Texting
16-20	51%	53%
21-24	48%	51%
25-34	58%	54%
35-44	56%	49%
45-54	43%	42%
55-64	37%	41%
65+	43%	40%
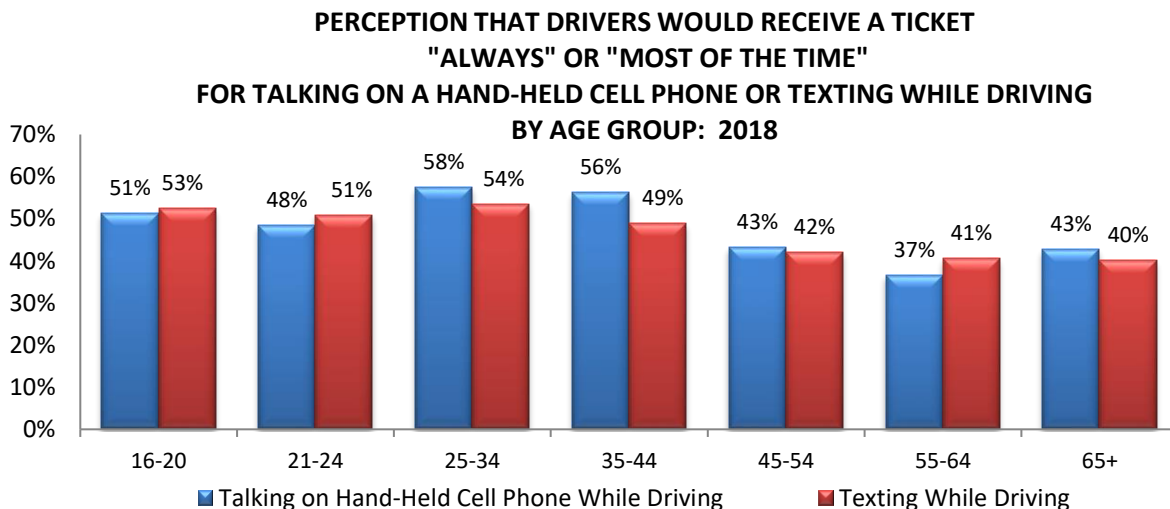
Source: 2018 Driver Behavior Survey

- For most of the age groups, the perception of risk of being ticketed for texting was about the same as the perception of risk of being ticketed for talking on a hand-held phone while driving.

- Respondents 25-34 and 35-44 years of age were more likely than those in other age groups to think the risks of getting a ticket for talking on a hand-held cell phone while driving was high (56%-58%); and those under 35 were more likely to think the risks of getting a ticket for texting while driving was high (51%-54%).

**PERCEPTION THAT TEXTING AFFECTS
ABILITY TO DRIVE SAFELY "A GREAT DEAL"
BY AGE GROUP: 2017-2018**
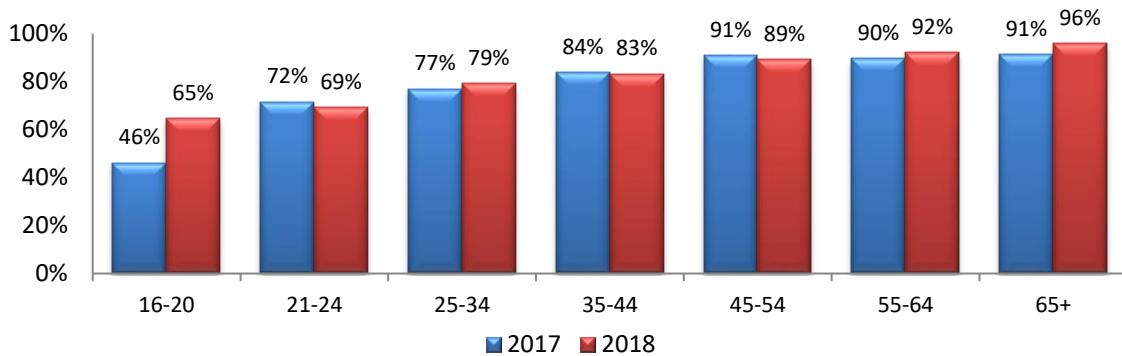
Source: 2017-2018 Driver Behavior Surveys

- In 2018, the proportion of drivers who thought texting affects the ability to drive safely generally increased with age, ranging from a low of 65% among drivers ages 16-20 to a high of 96% among drivers 65 and older.

- The perception that texting affects a driver's ability to drive safely "a great deal" remained relatively consistent for the different age groups between 2017 and 2018, with the exception of drivers ages 16-20.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York used a data-driven approach to identify a comprehensive set of strategies for the state's PTS program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2018 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State's ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

Traffic enforcement plays a vital role in New York's efforts to reduce crashes, injuries and fatalities through the funding awarded to law enforcement agencies each year. The specific evidence-based strategies implemented by these agencies are described under the PTS Program, as well as under other program areas including impaired driving, occupant protection and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. This data-driven approach ensures continued progress toward the established performance goals.

Police Traffic Services Programs

Through its PTS grant program, GTSC continued to award individual grants in FFY 2018 to a large number of municipal and county police agencies. The streamlined PTS grant program combines the former Selective Traffic Enforcement Program (STEP) and Buckle Up New York (BUNY) programs and is designed to reduce crashes through targeted high visibility traffic law enforcement.

PTS enforcement efforts are directed toward local traffic safety problems including but not limited to speeding, aggressive driving, distracted driving, motorcycle and pedestrian safety and occupant restraint use. Police agencies of all types and sizes, from the NYPD with more than 34,000 sworn officers to small police departments staffed only by part-time personnel, may apply for PTS grants.

All agencies receiving a PTS grant are required to participate in the 14-day national Click It or Ticket seat belt enforcement mobilization conducted in May of each year. *(See the Occupant Protection program area for more details on New York's participation in the annual seat belt enforcement mobilization).*

Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York's Pedestrian Safety Action Plan (PSAP) are encouraged to participate in the state's annual Operation See! Be Seen! high visibility pedestrian enforcement campaign. *(See the Nonmotorized program area for more information on the PSAP, the See! Be Seen! Campaign and other pedestrian safety enforcement efforts).*

A fairly sustained level of federal funding continued in FFY 2018, resulting in similar award amounts for most agencies. However, many agencies experienced contractually required salary increases that reduced the total hours of enforcement provided by the grants. Despite these issues, many participating law enforcement agencies continued to have a positive impact on traffic safety within their communities.

Examples of the projects funded under the PTS grant program in FFY 2018 are provided below.

- The City of Middletown is a densely populated and diverse community of 28,000 residents in the Hudson Valley region of Orange County. A municipal police department of 65 sworn full-time officers serve its geographic area of just over 5 square miles. The Middletown Police Department determined that the city's traffic and crash problems are primarily centered along three major thoroughfares and are largely related to high pedestrian traffic. Through its directed and increased enforcement efforts that are focused on speeding, failure to yield right-of-way, failure to obey traffic control devices, and distracted driving violations, total police-reported and personal injury crashes have remained stable since 2013 and within the 5-year averages (471 Total & 134 PI crashes in 2016). Additionally, no fatal crashes were reported from 2013 to 2016, a notable accomplishment in this city considering its pedestrian traffic volume. However, preliminary 2017 data did list one fatal crash. The enforcement activity that contributed to these results included the issuance of 4,505 total tickets in 2016, an increase of 12% (meeting a proposal objective), and 636 speeding tickets, an incredible 95% increase above 2015 and 302 tickets above the 5-year average. The number of seat belt and texting tickets issued in 2016 (152 & 34, respectively) also exceeded the prior year totals and 5-year averages.

- The Village of Freeport, with its ethnically and racially diverse population of over 43,000 residents, lies in the southwestern part of Nassau County, within the town of Hempstead. It is New York State's second-largest village and is recognized as a Long Island hot spot during the summer season. A police department of 95 sworn full-time officers serve the community of almost 5 square miles. An analysis of the data show that five roadways account for 78% of the village's crashes where speed and aggressive driving violations are the dominant contributing factors. In addition, Freeport has also been identified as one of the 20 focus communities in New York's Pedestrian Safety Action Plan. Through its directed and increased enforcement efforts that target its identified crash problems, the Village of Freeport has made significant progress in their crash reduction objective with fatal and personal injury crashes in 2016 falling below the prior year's totals and the 5-year averages. The six fatal crashes investigated by the police department in 2015 were reduced to two in 2016, a 66% reduction and below the 5-year average of four fatal crashes. Additionally, the 349 personal injury crashes investigated in 2016 reflect a 10% decrease from 2015, and fall below the 5-year average of 370 crashes. Increased enforcement activity and efforts by the Freeport Police Department supported these crash reductions; 13,460 total tickets were issued in 2016, representing a 19% increase above the 5-year average of 11,317 tickets issued.

- Orleans County is located on Lake Ontario in the western part of New York State. The Orleans County Sheriff's Office provides law enforcement services to a population of almost 43,000 residing in an 817 square mile area. The Sheriff's Office has a mission to keep people safe on the roadways and reduce crashes. In 2017, the Sheriff's Office responded to 296 reportable crashes which is the lowest crash total in more than 10 years and represents a 15% reduction from the 2012-2016 five-year average. In 2017, they responded to 76 personal injury crashes which is also the lowest total in more than 10 years and represents a 30% reduction from the 2012-2016 five-year average.

- Niagara County is located in the western part of New York State on the US-Canada border. The Niagara County Sheriff's Office provides law enforcement services to almost 216,000 residents in an area covering 1,140 square miles. The Sheriff's Office has always been an active highway safety partner. In 2017, the Sheriff's Office responded to 929 reportable crashes which is the lowest crash total since 2009 and represents a 7% reduction from the 2012-2016 five-year average; 314 of these crashes involved personal injury which is the second lowest number in more than 10 years and also represents a 7% reduction from the 2012-2016 five-year average.

Speed Enforcement Programs

In FFY 2018, 17,136 hours of NYSP overtime were allotted for targeted speed enforcement, including Operation Work Brake, which is conducted on the New York State Thruway. During this period, 2,487 speed enforcement details were conducted and 28,217 speeding tickets and 11,113 other tickets were written. In addition, 27 impaired driving arrests and 236 criminal arrests were made.

Speed Awareness Week: GTSC invited law enforcement partners to participate in its second annual "Speed Awareness Week" – a high-visibility enforcement blitz aimed at reducing speed-related crashes. GTSC recommended that targeted speed enforcement details should occur on roadways where data indicate there is a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their community and to alert media and the courts that increased speed enforcement would be occurring.

The NYSP ran two successful week-long "Speed Awareness Week" campaigns. One was scheduled in June to coincide with the Montreal Grand Prix race and the other was scheduled in August to coincide with the annual NASCAR racing event held at Watkins Glen International Raceway. During these periods, 23,499 speed-related tickets were issued including 6,063 during targeted speed enforcement details.

New York State Police Distracted Driving Program

During FFY 2018, the NYSP conducted several successful initiatives related to distracted driving, in particular, enforcement of cell phone and texting violations. Over 5,800 hours of overtime were used to conduct 862 distracted driving details around the state, resulting in more than 7,600 tickets issued for distracted driving and other Vehicle and Traffic Law violations.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2018

VTL Violation	
1225C (Cell Phone)	2,772
1225D (Texting)	1,770
Total 1225 C&D	**4,542**
Other VTL	3,077
Total 1225 & Other VTL	**7,619**

The NYSP also conducted an additional distracted driving traffic enforcement program called "Operation Hang Up." Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2018, "Operation Hang Up" was implemented during two time periods: November 22-26, 2017 and April 12-16, 2018. The two waves yielded 4,542 tickets for talking and texting while driving.

Law Enforcement Training Programs

In addition to the programs highlighted below, GTSC provides training for law enforcement officers in the following areas: impaired driving, motorcycle, pedestrian and bicycle safety. Descriptions of these other enforcement training programs and their accomplishments can be found under the appropriate program areas.

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and fatalities resulting from unsafe driving behaviors. Curriculum development and instruction has been a collaborative endeavor by GTSC in partnership with the Suffolk County Police Department's Motor Carrier Safety Section, New York State Department of Transportation's Motor Carrier Compliance Bureau, and the Federal Motor Carrier Safety Administration (FMCSA).

The fundamental goal of the training is to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common

traffic violations involving commercial motor vehicles. Locations for the regional training programs are established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors continually update the course curriculum to address emerging traffic safety issues involving large trucks and buses. Examples include a more focused attention on drowsy driving awareness, load securement issues and violations, training on completing the DMV Truck and Bus Supplemental Police Accident Report (Form MV-104S), and incorporating a component on building partnerships to support the FMCSA "Our Roads, Our Safety – Partnership for Responsible Driving" campaign to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses.

During FFY 2018, GTSC and its partners hosted three regional training programs at the NYPD Police Academy, the Suffolk County Police Academy, and the NYS School Boards Association conference facility in Latham. A total of 312 police officers representing 28 individual police departments from eight counties attended the trainings and received certificates of completion. In addition, a representative from the International Association of Chiefs of Police located in Alexandria, Virginia, attended the September 20, 2018 training program in Latham to observe the training curriculum, document best practices and promote a follow-up enforcement campaign that could be showcased nationally.

Below 100 Training

The Below 100 officer safety training mission aims to influence law enforcement culture by providing innovative training and awareness through presentations, social media, and webinars on identifying the leading causes and current trends in preventable line-of-duty deaths and injuries. The program is built around five tenets that serve as core concepts that are changing police culture and saving lives. These tenets include: Wear Your Belt; Wear Your Vest; Watch Your Speed; WIN -What's Important Now? and Remember, Complacency Kills! In FFY 2018, GTSC in cooperation with its Law Enforcement Liaison from the NYS Sheriff's Association, hosted a Below 100 training program that included a train-the-trainer component in Wayne County. The program was open to all law enforcement officers in the region. The course was taught by certified Below 100 curriculum instructors and subject matter experts from the NYSP and Below 100 staff. Approximately 90 law enforcement representatives from multiple police agencies attended the training program and received certificates of completion.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

DDACTS is a law enforcement operational model that integrates location-based crash, crime, calls for service and enforcement data to establish effective and efficient methods for deploying law enforcement resources. By identifying, through temporal and spatial analysis, areas with high incidences of crime and crashes, DDACTS employs high-visibility traffic enforcement strategies. In targeting high crash hot spots that are within high crime areas with highly visible traffic enforcement, the DDACTS model affords communities the dual benefits of reducing traffic crashes and crime simultaneously, thus reducing overall social harm.

Since 2011, GTSC has partnered with NHTSA and the International Association of Directors of Law Enforcement Standards & Training (IADLEST) in hosting a series of DDACTS Implementation Workshops across the state. During this time, NHTSA Region 2 and GTSC have remained committed in their support of future workshops for interested law enforcement agencies. In FFY 2018, DDACTS workshops were not available in NHTSA Region 2 due to revamping, the transitional status of the curriculum, and funding. However, in the upcoming year DDACTS programs will be supported and the curriculum offered in several formats that include the original three-day implementation workshop; a one-day focused program for individual agencies; and additional follow-up support and assistance for agencies with existing DDACTS programs in place. GTSC funding is also in place to provide resources and subject matter experts for assistance and services to prospective and practicing DDACTS police agencies.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

In 2018, the NYSP hosted the 16th annual Empire State Law Enforcement Traffic Safety Conference in Syracuse. With support from GTSC, this forum was developed with a "by law enforcement for law enforcement" focus. The conference provided training to almost 300 law enforcement and traffic safety professionals from across New York State. Attendees received instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provided the opportunity to network with representatives from 101 police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, New York State Sheriffs' Association and New York State Association of Chiefs of Police (NYSACOP).

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding for three Law Enforcement Liaisons (LELs) who represent the three principal segments of the New York State law enforcement community: the local police through NYSACOP; the elected Sheriffs through the New York State Sheriffs' Association; and the NYSP. The LELs are responsible for promoting cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state's law enforcement agencies in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national enforcement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations increased by less than one percent between 2013 and 2017, the number of motorcycle licenses issued increased steadily each year resulting in an overall increase of seven percent between 2013 and 2017. The sustained popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE
REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2013	2014	2015	2016	2017	2013-2017 % Change
Registered Motorcycles	345,116	345,627	350,037	350,420	347,536	0.7%
Motorcycle Licenses	706,290	707,500	735,742	750,461	754,601	6.8%

Source: NYS DMV Driver License and Registration files / TSSR

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYSMSP), a legislatively-mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses; the motorcycle road test is waived for drivers who successfully complete a training course. The Motorcycle Safety Foundation (MSF) is under contract with DMV to deliver the state's motorcycle rider education program through September 2019.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, New York State Police (NYSP), NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2018, the Practical Guidelines for Motorcycle Enforcement Training was provided to a total of 387 enforcement officers representing 51 different police agencies.

In FFY 2018, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, NYS Department of Health, MSF, ITSMR, the NYSP and local law enforcement, continued to collect data for use in developing new countermeasures and campaign messaging to reach the state's diverse riding population. A survey was disseminated to 10,000 motorcyclists to collect information on the perceptions of current campaigns. The results will be used to develop a new campaign slogan, new PSAs and other educational materials. Members of the Workgroup were invited to make a presentation on New York's motorcycle safety efforts at the National Motorcycle Training Summit of the State Motorcycle Safety Administrators in Burlington, Vermont, in 2017. In 2018, the National Association of State Motorcycle Safety Administrators (SMSA) featured an

article about this presentation and the Workgroup's efforts in their quarterly *Spotlight* magazine. The Workgroup members also undertook a large commitment and met several times throughout FFY 2018 to plan and coordinate the state's first-ever *Share the Road Summit*, dedicated entirely to motorcycle safety and awareness.

ASSESSMENT OF PROGRESS

Motorcycle Safety Targets for FFY 2018

❖ Decrease motorcyclist fatalities 5 percent from the 2011-2015 calendar base year average of 164 to 156 by December 31, 2018
❖ Decrease unhelmeted motorcyclist fatalities 10 percent from the 2011-2015 calendar base year average of 15 to 13 by December 31, 2018
❖ 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

Status of Performance Measures

The five-year moving average for motorcyclist fatalities declined steadily from 2013 to 2017, reaching 152 in 2017. Thus the reduction target of 156 set for 2018 was met and exceeded. The downward trend in unhelmeted motorcyclist fatalities continued in 2017 when the five-year moving average reached 14, indicating excellent progress toward the goal of 13 set for 2018.

MOTORCYCLIST FATALITIES

*Revised based on final FARS data
Source: FARS

UNHELMETED MOTORCYCLIST FATALITIES
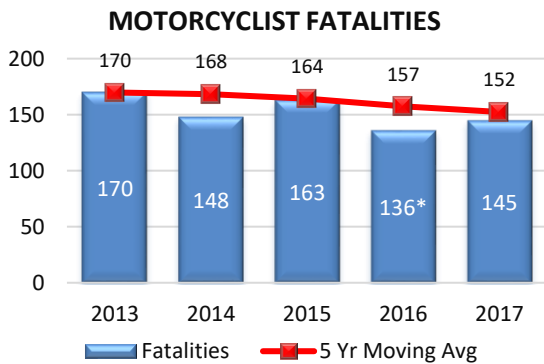
Source: FARS

MOTORCYCLISTS INJURED IN CRASHES
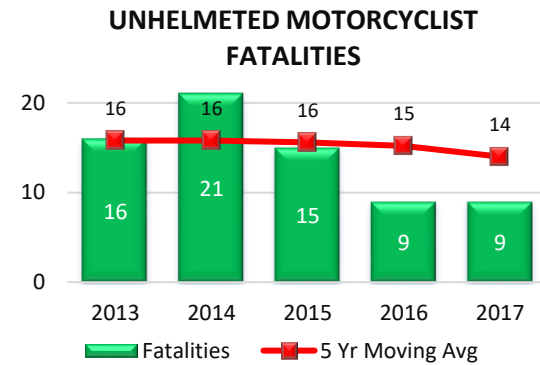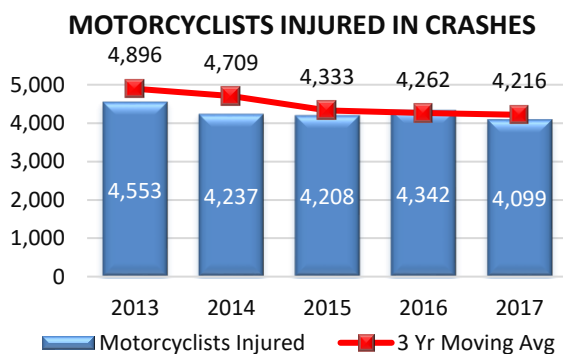
Source: NYS AIS / TSSR

Data from New York's AIS / TSSR show that the downward trend in the three-year average for motorcyclists injured in crashes continued in 2017 reaching 4,216. This reduction shows good progress toward the target of 4,203 set for December 31, 2018.

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES IN FFY 2018

New York used a data-driven approach to identify comprehensive strategies for the state's Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2018 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Motorcycle Rider Training and Education

The NYSMSP has provided motorcycle rider education in New York since 1998. In FFY 2014, the MSF signed a second five-year contract with the NYS DMV to deliver the program through September 2019. The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP's objectives are maintained.

All MSF-sponsored training sites participating in the NYSMSP offer the 18-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW).

The BRC, geared towards beginning riders, covers the basics of operating a motorcycle and mental strategies for safe operation. Each rider is provided with a training motorcycle and helmet during the course. MSF-certified instructors teach participants about different types of motorcycles, layout and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. Successful completion of the course enables graduates to waive the DMV road test when applying for a motorcycle license.

The BRC2-LW is a condensed version of the BRC and is geared toward riders who have had a motorcycle permit for at least one year and have on-road experience and basic street riding skills. Riders use their own motorcycle for this intensive training program. The BRC2-LW provides the same road test waiver benefit as the BRC.

The MSF offers a number of other rider education courses in New York through the NYSMSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. The BRC and BRC2-LW are the most commonly attended courses in the MSF curriculum suite. Other courses include the BRC2, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity, the number of training sites and their ability to expand and contract has led to a decrease in the wait time for available courses and more convenient training options for students. Nearly 258,000 motorcyclists have participated in the NYSMSP and have been trained in MSF courses since the program began in 1998.

Although this program operates under a dedicated highway safety funding stream supported by motorcycle license and registration fees, highway safety grant funding is used to promote motorcycle safety and motorist awareness through targeted public information and education materials and activities and participation in public events and safety conferences.

Communications and Outreach

Public Information and Education

For the 2018 observation of National Motorcycle Safety Awareness Month, GTSC in collaboration with the Onondaga County Sheriff's Office hosted a press event on May 1st at Destiny USA mall in Syracuse. Joining DMV Deputy Commissioner for Policy, Safety & Driver Licensing Janet Ho and Sheriff Gene Conway at the event were representatives from the NYSMSP, victim advocates, local traffic safety board members, law enforcement agencies and members of various motorcycle rider groups. In addition to highlighting safety, awareness and sharing the road with motorcycles, Deputy Commissioner Ho promoted the *2018 Share the Road Summit* – GTSC's first event dedicated completely to motorcycle safety and awareness. In addition to the press event, GTSC supported motorcycle safety and awareness by making several social media posts on motorist awareness of motorcycles and helmet use throughout the month.

Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to spread the awareness message. The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles; with funding received from GTSC, support was provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials. In FFY 2018, this program conducted 51 presentations for driver's education classes in 30 different high schools, middle schools and colleges. Through these efforts, approximately 1,300 students were reached in 14 different counties.

During FFY 2018, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired promoting the message "Share the Road With Motorcycles."

- The NYS Department of Transportation used variable message signs to promote the "Watch for Motorcycles" slogan on high crash corridors and during large motorcycle events. NYS DOT also

used variable message signs in construction areas to caution motorcyclists of resurfacing and grooved pavement conditions.

- The DMV MSO distributed materials produced to raise awareness of motorcycle safety including "Watch for Motorcycles!", "Look Twice Save a Life" and "Don't Drink and Ride" bumper stickers, lawn signs and information cards. A 44-page Smart Riding Pocket Guide was also developed and distributed to motorcyclists to promote safety and raise awareness of impaired and drowsy riding.

- The NYSMSP and GTSC staffed display booths at public events to disseminate information and educational materials. At the Americade event in Lake George held in June, motorcycle safety training was promoted and "Watch for Motorcycles" and other motorcycle safety awareness materials were distributed to the thousands of attendees. The NYSMSP also provided the MSF Ultimate Bike Bonding Course (UBBC) free of charge to experienced Americade riders. Good bike bonding helps riders automate their physical skills so they can devote more attention to road and traffic conditions (searching and evaluating).

- The NYSMSP staffed a large display booth throughout the weeklong New York State Fair in August to provide information on the availability of rider training courses, the importance of wearing personal protective gear and raising motorist awareness of the need to share the road safely with motorcyclists.

- The NYSMSP also staffed a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness.

- During the year, the State Police conducted educational details, with the largest being at the International Motorcycle Show and the International Auto Show in New York City. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets. Other events attended by the motorcycle unit included the New York State Fair, county fairs and various other motorcycle shows; members of the unit also made presentations at local motorcycle shops.

- From April 1st through September 30th, GTSC promoted motorcycle awareness at 148 fuel filling stations located throughout the state. These motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the targeted audience: the general motoring public.

Personal Protective Equipment

The implementation of strategies to increase the use of USDOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection and protective clothing. Law enforcement partners have been educating themselves to recognize illegal helmets and have taken a much more aggressive stance in enforcing the use of compliant helmets following their participation in motorcycle enforcement training.

Enforcement

New York State Police Motorcycle Program

Due to changes in funding rules, the NYSP stopped conducting grant funded motorcycle enforcement details and conducted motorcycle safety education details in their place. In FFY 2018, the State Police coordinated 75 education details, many of which were held at high profile events such as the Americade Motorcycle Rally in Lake George, the International Motorcycle and Auto Shows in New York City and various other venues. Over 75,000 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of 4,693 safety publications and 608 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2018, the motorcycle enforcement details issued summonses for the following: 33 non-compliant helmets, 38 license and/or registration violations, 10 inspection violations, 21 equipment violations, seven moving violations and four other violations. Educational presentations on laws related to proper motorcycle operation were made to members of the American Bikers Aimed Toward Education (ABATE), the Honda Goldwing Owners Group and attendees at an antique motorcycle show. The police department has built a good relationship with ABATE over the years based on the mutual goal of making motorcycling safer for all those who share the highway.

The Warren County Sheriff's Office Motorcycle Unit conducted approximately 107 hours of enforcement and education during FFY 2018 and issued a total of 28 Uniform Traffic Tickets (UTTs). Efforts were focused on promoting rider safety and increasing awareness of motorcycles on the road to the motoring public. Motorcycle Unit members provided safety literature and face-to-face interaction with the community through information booths at the county's largest events, including the annual Americade rally and the Chestertown Summer Fest.

Practical Guidelines for Motorcycle Enforcement Training

The motorcycle safety and enforcement training program "Practical Guidelines for Motorcycle Enforcement" continues to be a popular and effective training initiative for law enforcement officers across the state. GTSC, NYSACOP, the State Police, the DMV MSO, and the MSF collaborate on the instruction for this one-day regional training course. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The course is designed to provide police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

During FFY 2018, state and local law enforcement subject matter experts provided instruction at six regional training programs across the state. The first was held at the New York City Police Department (NYPD) Police Academy in Queens. This was followed by training programs in other data-selected regions in the state that included Orange, Monroe, Albany, Suffolk and Westchester counties. In total, 387 police officers and sheriff's deputies from 19 counties representing 51 individual municipal, county, state and university law enforcement agencies attended the full-day trainings and received certificates for course completion.

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

Motorcycle Safety Workgroup

In response to static trends in motorcycle crashes and fatalities, a Motorcycle Safety Workgroup was formed in FFY 2016 to develop updated countermeasures and campaign messaging to reach the varied demographics of the riding population. The Workgroup consists of subject matter experts proficient in motorcycle riding, education and enforcement. Members are drawn from the NYSP, local law enforcement, NYSACOP, GTSC, MSF, ITSMR, Department of Health, as well as DMV and other state agencies.

The Workgroup has identified a number of areas to pursue in search of new and innovative ideas to put into practice. During FFY 2018, the Workgroup disseminated a survey to 10,000 licensed and registered New York State motorcyclists to gather their opinions and perceptions of the current safety and awareness campaigns. This survey, sent electronically, received 1,159 responses. The majority of respondents were male (90%) and more than half of the respondents had at least 16 years of riding experience (54%). The results from this survey will be analyzed over the next grant year and used to inform the development of new campaign messaging as well as other innovative educational materials and PSAs.

The group worked throughout FFY 2018 to plan, coordinate and host the state's first-ever *Share the Road Summit*, an event dedicated entirely to motorcycle safety and awareness. The Institute for Traffic

Safety Management and Research (ITSMR) assisted the workgroup in coordinating the event. This one-day summit, held on Friday, September 14th at the Glenn H. Curtiss Museum in Hammondsport, NY, attracted approximately 118 motorcyclists, general motorists, law enforcement partners and other traffic safety professionals. Some of the nation's leading experts in motorcycle safety and awareness presented on a variety of relevant topics. Speakers included Dr. Ray Ochs from the Motorcycle Safety Foundation, Ken Condon from

Riding in the Zone, Jeremy Gunderson from NHTSA, Maggie McNally from the American Motorcyclists Association and Jim Halvorson, former NYS Police Lieutenant and contributor to Motorcycle Consumer News. An evaluation survey was sent electronically to all summit participants. The event received an average score of 8.3 out of 10 and, overall, was extremely successful. The Workgroup is considering hosting a similar event in FFY 2020.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2013 to 2017, pedestrians accounted for 24% to 29% of the total number of persons killed in motor vehicle crashes in New York State. In 2017, 24% of all fatalities were pedestrians, the lowest proportion of the five-year period.

Several factors contribute to crashes that result in pedestrian and bicyclist injuries and fatalities. Driver behaviors, in particular, speeding, failure to yield, distracted driving and impaired driving, pose major risks to pedestrians and bicyclists.

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES

(Bar chart showing Pedestrian Fatalities and Total Fatalities)

- 2013: 1,202 total, 28% pedestrian
- 2014: 1,041 total, 25% pedestrian
- 2015: 1,136 total, 27% pedestrian
- 2016: 1,041* total, 29% pedestrian
- 2017: 999 total, 24% pedestrian

Revised based on final FARS data
Source: FARS

Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement. Pedestrians who disregard pedestrian crossing signals and designated crosswalks, and bicyclists who ignore the rules of the road, increase their risk of being hit by motor vehicles. Distraction, impairment and low conspicuity on the part of both pedestrians and bicyclists are also factors in many crashes. The failure of bicyclists and participants in other wheel sports to use a helmet and other safety equipment can also contribute to the severity of the injuries suffered.

In FFY 2018, New York continued to implement the state's $110 million Pedestrian Safety Action Plan (PSAP) to confront pedestrian safety challenges across upstate New York and on Long Island. The PSAP incorporates a "3E's approach" to pedestrian safety by applying comprehensive strategies that include education, enforcement and engineering to 20 designated "focus communities" where pedestrian fatalities are the highest. During the past year, the state's third annual high-visibility pedestrian safety enforcement mobilization, Operation See! Be Seen was conducted. For the first week of the mobilization, police agencies in the focus communities were encouraged to issue warnings and distribute educational materials; in week two, tickets for infractions were issued to both pedestrians and motorists who were violating the law. Participating police agencies reported using 998 enforcement hours, issuing 623 warning cards and 425 tickets for infractions such as pedestrians crossing on a steady "DO NOT WALK" signal and motorists failing to yield the right-of-way to a pedestrian in a crosswalk.

To support the goals of the PSAP, GTSC continued to deploy and deliver its recently developed pedestrian safety training workshop for law enforcement. Two six-hour training sessions were delivered to 56 law enforcement officers representing 33 police agencies.

New York City continues to be the most dangerous region in the state for pedestrians and bicyclists; in 2017, 40% of the state's pedestrian fatalities occurred within the five boroughs of New York City. The largest proportion of bicyclist fatalities also occurred in New York City (46%).

PEDESTRIAN & BICYCLIST FATALITIES BY REGION: 2017

(Bar chart showing Pedestrian Fatalities and Bicyclist Fatalities)

- New York City: Pedestrian 40%, Bicyclist 46%
- Long Island: Pedestrian 24%, Bicyclist 21%
- Upstate: Pedestrian 36%, Bicyclist 33%
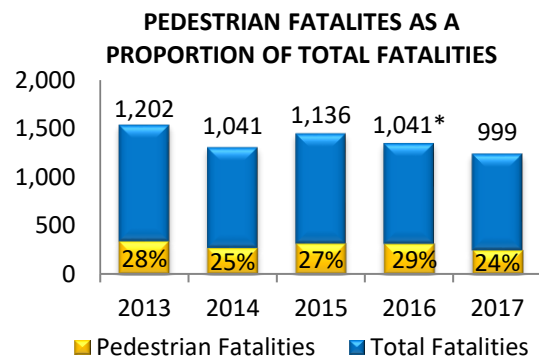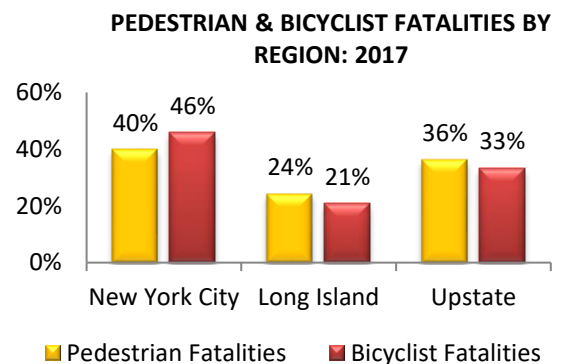
Source: NYS AIS / TSSR

In FFY 2018, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through a number of activities associated with the City's Vision Zero initiative. Educational outreach programs were conducted at 450 schools and senior centers in designated priority areas in all five boroughs. For example, the NYCDOT conducted a number of programs for students including a banner design project where students designed original artwork to address traffic safety concerns around their school, a theater program that brought teenagers together for interactive traffic safety skits and discussion workshops, and a "We're Walking Here" PSA and poster design competition among schools. Bicycle safety programs included education on the use and proper fitting of bicycle helmets and "Spring Cycle Eyes" events which educate bicyclists about the importance of watching out for and being visible to pedestrians with low vision and other disabilities. Older adults were the focus of programs such as walking clubs that were developed to teach older pedestrians how to identify safe walking routes and practice safe walking skills.

The New York City Police Department (NYPD) also contributed to the pedestrian and bicycle safety efforts in New York City by conducting enforcement that focused on speeding, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. Targeted speed enforcement was conducted in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement, and educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light.

ASSESSMENT OF PROGRESS

Pedestrian Safety Performance Targets for FFY 2018

❖ Reduce pedestrian fatalities 3 percent from the 2011-2015 calendar base year average of 299 to 290 by December 31, 2018

❖ Reduce the number of pedestrians injured in traffic crashes 2 percent from 13,413 in 2015 to 13,145 by December 31, 2018

Status of Performance Measures

PEDESTRIAN FATALITIES

Year	Fatalities	5 Yr Moving Avg
2013	336	307
2014	264	299
2015	311	300
2016	307*	304
2017	242	292

*Revised based on final FARS data
Source: FARS

PEDESTRIANS INJURED

Year	Pedestrians Injured	3 Yr Moving Avg
2013	16,278	15,858
2014	14,906	15,597
2015	13,413	14,866
2016	15,346	14,555
2017	15,581	14,780
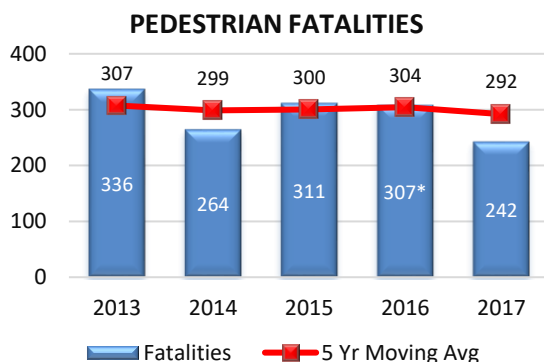
Source: NYS AIS / TSSR

Based on FARS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2013 and 2017 but declined overall by 5%. The 2017 five-year average of 292 shows excellent progress toward the target of 290 set for 2018.

Based on the state's AIS crash data, the downward trend in the three-year average number of pedestrians injured ended in 2017 (14,780 compared to 14,555 in 2016). Because of the increase in the five-year average in 2017, it may be difficult to reach the target of 13,145 pedestrians injured set for 2018.

Bicycle Safety Performance Targets for FFY 2018

❖ Reduce bicyclist fatalities 25 percent from the 2011-2015 calendar base year average of 45 to 35 by December 31, 2018

❖ Reduce the number of bicyclists injured in traffic crashes 2 percent from 5,300 in 2015 to 5,194 by December 31, 2018

Status of Performance Measures

Based on FARS data, the five-year moving average number of bicyclist fatalities decreased from 45 in 2015 to 41 in both 2016 and 2017, while the number of bicyclists killed increased from 39 in 2016 to 46 in 2017. Because of this increase, it may be difficult to reach the target of 35 set for December 31, 2018.

The steady decrease in the average number of bicyclists injured in motor vehicle crashes from 2013 to 2015 was followed by increases in the average in 2016 and again in 2017. While there was a small decrease in the actual number of b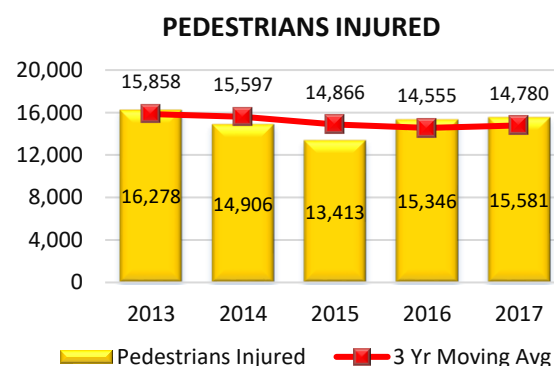icyclists injured in 2017, reaching the 2018 target of reducing the average number of bicyclists injured to 5,194 will be difficult.

BICYCLIST FATALITIES

Year	Fatalities	5 Yr Moving Avg
2013	40	41
2014	46	45
2015	36	45
2016	39*	41
2017	46	41

*Revised based on final FARS data
Source: FARS

BICYCLISTS INJURED

Year	Bicyclists Injured	3 Yr Moving Avg
2013	6,140	5,984
2014	5,647	5,905
2015	5,300	5,696
2016	6,200	5,716
2017	6,021	5,840
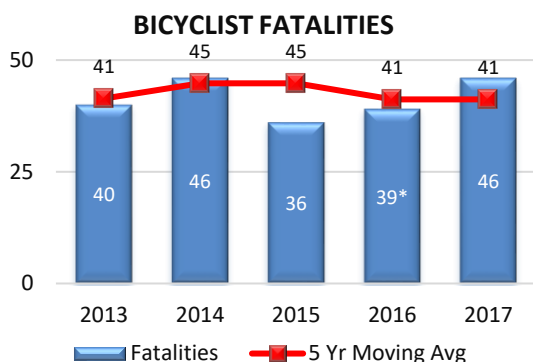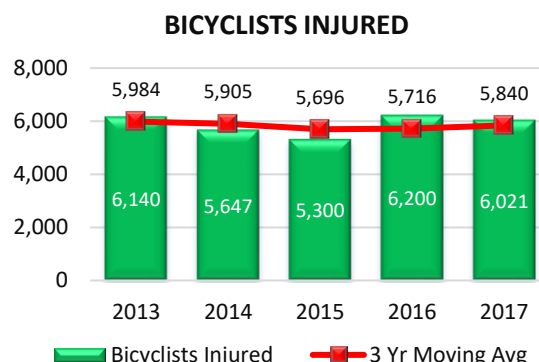
Source: NYS AIS / TSSR

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2018 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

Walk to School Day/Walk This Way

Walk to School Day is a national event that gives communities across the country an opportunity to join together in walking to school. It is part of the movement for year-round safe routes to school, and encourages walking as a healthy way for kids and families to make their school commute. Across New York State, 73 schools held Walk to School Day events on October 4, 2017. GTSC supported a Walk to School Day event in Albany at Pine Hills Elementary School. Over 400 students in grades Pre-K-5 attended. The following agencies were involved in planning the event: Albany County Department of Public Works Traffic Safety Education, Albany Police Department, City of Albany School District, AAA Hudson Valley, GTSC, and NYSDOH. Outdoor and indoor activities were conducted. Upon arriving to school, AAA's Otto the Auto and the Albany Police Department mounted units greeted students. Willie the Whistle and a safety sing-along concluded the morning pedestrian safety program. Reflective wrist wraps and educational materials were provided to all students and teachers.

National Bike to School Day

Modeled after the Walk to School Day event, the seventh annual National Bike to School Day was celebrated on May 9, 2018, with participation from 43 schools across New York State. The following agencies and groups collaborated on planning and organizing events statewide:

- NYSDOT
- GTSC
- NYSDOH
- Association of New York State Metropolitan Planning Organizations
- New York State Association of Traffic Safety Boards
- American Automobile Association (AAA)

The NYSDOH, along with members of the Albany County Department of Public Safety, Albany Police Department, City of Albany School District, GTSC and AAA held a Bike to School Day event at the Albany School of Humanities. Students arrived at the school on their bikes and were greeted by Mayor Kathy M. Sheehan, the Albany City Police Department's mounted units and AAA's Otto the Auto. Over 530 students in grades Pre-K-6 then attended an indoor assembly where they learned about bicycle safety.

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

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2018, Vision Zero age-appropriate educational and outreach programs were provided at 340 schools and 110 senior centers. The programs were conducted in areas across the five boroughs that were identified as having high crash, two-way arterials and were therefore designated as priorities in the City's Pedestrian Safety Action Plan. In addition, 109 multi-language presentations were provided to parents at health centers, head starts, schools and public assistance centers. Outreach to schools included meetings with principals and school staff and walking tours to identify issues around the locations. Vision Zero reports from these meetings were provided to School Safety Engineering or Borough Commissioners to help address issues school officials raised, such as broken signs and signals.

More than 105,000 grade K-12 students participated in a variety of multi-session, interactive pedestrian and bicycle safety educational programming. The following programs were presented:

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- Safety City (Grade 3)
- Cross This Way with NYPD (Grades 4-6)
- Stop Think Act (Grades 6-8)
- Safer Streets (Afterschool – Ages 8-12)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grades 6-10)
- Behind the Wheel (Grades 11-12)
- Word on the Street (Grades 4-6)
- Senior Vision Zero Workshops

Street Teams and Community Outreach

Street Teams engaged with community residents and business owners in 14 precincts located in high-risk corridors in all five boroughs of New York City to gather information about their traffic safety concerns. The teams handed out tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

Driver Outreach

The NYCDOT set up information tables and conducted 32 Vision Zero outreach events for the public at Yankee Stadium, Barclay's Center and the Staten Island Mall. Combined with the efforts from the NYPD and other City agencies, over one million copies of the educational materials were distributed.

Family Life Theater

In partnership with the Education Department, interactive traffic safety skits and discussion workshops were provided for teenagers at 92 schools. In addition, English and Spanish versions of the program were delivered to older adults at 26 senior centers in partnership with the Department for the Aging. Traffic safety educational materials were distributed to attendees during each event. The programs for seniors were very successful in generating discussions of pedestrian safety issues among older adults.

We're Walking Here

Students in over 100 NYC schools participated in the "We're Walking Here" competition, which included a variety of traffic safety activities designed to fit into math, science or English classroom curricula. Participating schools also entered a competition to create PSAs and posters about walking and pedestrian safety. This year's winners were:

- First Place, Video Category: Frank Sinatra School of the Arts High School
- Second Place, Video Category: PS 94Q
- Third Place, Video Category: Elizabeth Blackwell Middle School 210Q
- First Place, Poster Category: MS 226Q
- Second Place, Poster Category: Al-Ihsan Academy
- Third Place, Poster Category: PS 16Q

The winning entries can be viewed at http://www.nyc.gov/html/dot/html/pr2018/pr18-032.shtml.

Grandparents Safety Days

Grandparents Safety Day events, provided in partnership with Safe Kids NYC and the New York City Traffic Safety Board, were conducted at 10 hospitals throughout the five boroughs. Approximately 3,000 older adults attended the events and received Streetwise and other traffic safety information. In FFY 2018, NYCDOT educated more than 6,700 older adults during Streetwise workshops.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

New York State's Pedestrian Safety Action Plan (PSAP)

In FFY 2018, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The $110 million initiative details the state's "3E" (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island.

The 20 "focus communities" which accounted for nearly 50% of all pedestrian crashes between 2009 and 2013 were identified. The five-year PSAP calls for a variety of low-cost engineering improvements to be undertaken by the NYSDOT, enforcement strategies to be organized by GTSC and educational and public information initiatives to be spearheaded by the NYSDOH.

Engineering

The NYSDOT is currently conducting pedestrian safety site evaluations at approximately 2,000 unsignalized midblock crosswalks and 2,400 signalized crosswalks on State-maintained routes in urban areas statewide. The design and construction of crosswalk safety improvements consisting of such proven countermeasures as high-visibility crosswalk markings and related signage; extended signal crossing times; countdown timers, and leading pedestrian intervals to reduce conflicts between pedestrians and vehicles are ongoing. Currently there are 11 active construction projects underway with a total value of approximately $25 million. Improvements at more than 762 uncontrolled and 19 signalized crosswalks have been completed. A second round of construction projects is now being planned. In addition, approximately $40 million in funding was distributed earlier this year to local municipalities for similar work on locally maintained crosswalks in urban areas. Evaluation, design, and construction of improvements at sites on the local system are also underway.

Enforcement

GTSC took the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. In FFY 2018, GTSC conducted the state's third annual Operation See! Be Seen! pedestrian safety enforcement mobilization over the period June 15-28, 2018. GTSC worked with police agencies covering the 20 designated PSAP "focus communities" to allocate a portion of their PTS grant to fund additional patrols during the high-visibility enforcement blitz.

Grantees were encouraged to issue warning cards and educational materials prepared by the NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan.

Participating police agencies reported using 998 enforcement hours, issuing 623 warning cards and 425 tickets for infractions such as pedestrians crossing on a steady "DO NOT WALK" signal and failure to yield the right-of-way to a pedestrian in a crosswalk.

Education

The NYSDOH continues to serve on the PSAP team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2018, NYSDOH continued to promote the use and distribution of "See! Be Seen!" educational materials developed to support pedestrian safety education and enforcement efforts. Over 36,000 "See! Be Seen!" materials were shared. Various educational tools have also been developed and made available on the Governor's Pedestrian Safety Website, http://ny.gov/pedsafety, including a pedestrian safety tool kit designed to assist communities in the implementation of PSAP educational strategies. The PSAP's pedestrian safety toolkit includes the following resources:

- *"See! Be Seen!"* campaign materials translated into 14 languages: English, Spanish, Burmese, Haitian Creole, Hindu, Karen, Kinyarwanda, Nepali, Russian, Simplified Chinese, Somali, Swahili, Vietnamese and Yiddish. Over 36,780 materials were distributed to pedestrian safety partners.
- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement.
- *"Obey the Law"* warning cards for law enforcement.
- Pedestrian Safety PowerPoint presentations for a variety of target audiences, including children, older adults and community leaders.
- *"Vehicle and Traffic Law for Pedestrians and Drivers"* PowerPoint presentation. The presentation breaks down each section of the law and provides talking points. The presentation is available for partner use to support community education and awareness activities.
- *"Judicial"* Fact Sheet for courts.
- Pedestrian Safety Games.
- Distraction, Visibility and Intersections Public Service Announcements (PSA).

In FFY 2018, two PSAs entitled "Visibility" and "Intersections" aired during targeted media buys in November 2017 and June 2018, respectively. The "Visibility" media campaign encourages pedestrians to be safe and visible, particularly while walking at dusk, dawn or after dark. Messaging posted at bus shelters and social media was also included in the media buy providing additional outreach along corridors in the PSAP focus communities. The media campaign ran October 23-November 26, 2017. The "Intersections" PSA aired June 11-29, 2018, prior to the Operation See! Be Seen! mobilization; DOH social media posts were also used to raise public awareness. To view the full PSAP, public service announcements, and associated "See! Be Seen!" materials, visit http://ny.gov/pedsafety.

Walk-Bike New York Symposium

One of the important components of New York's pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. The planning committee consists of representatives from GTSC, the NYS Departments of Health, Transportation and State, NHTSA, FHWA and the Cornell Local Roads Program.

The most recent Walk-Bike New York symposium was held March 28-29, 2018, in Schenectady. Staff members from the Institute for Traffic Safety Management and Research (ITSMR) coordinated the two-day event which provided participants with the tools to work together to create walkable and bikeable communities. Expert presenters covered topics that addressed bicycle and pedestrian education, enforcement and engineering safety initiatives, local project highlights, safe bike routes for youth, and bike tourism programs in New York State.

Pedestrian Safety Training Workshops for Law Enforcement

In FFY 2018, in conjunction with NHTSA, GTSC planned, promoted and coordinated two six-hour pedestrian safety training workshops for law enforcement officers; the trainings were held in Westchester and Orange counties in May.

The development of the train-the-trainer course was a collaboration between state and federal partners undertaken to support the enforcement goals outlined in the state's PSAP. Officers participating in the training learned about the state's plan to address pedestrian injuries and fatalities, relevant Vehicle and Traffic Laws, pedestrian crash issues and data. They were also given tools and strategies for the effective implementation of pedestrian education and enforcement countermeasures. A total of 56 law enforcement officers from 33 police agencies attended the training. GTSC continues to develop a roster of in-state law enforcement trainers who could assist the state with future deliveries of this course. Since the end of FFY 2018, GTSC has hosted one additional course in Erie County in November 2018, with plans to offer additional courses in several PSAP-identified "focus communities" around the state beginning in the spring of 2019.

Westchester County – Plan4Safety Community Grant Program

The goal of the Plan4Safety Community Grant Program is to reduce the number of crashes, injuries and fatalities in Westchester County by educating road users about safe behaviors on the road. Bicycle safety is among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs.

From April through September 2018, 15 bicycle safety presentations were conducted at schools, camps, childcare centers, churches and libraries. These programs focused on safe riding practices, bicycle fit, helmet fit and usage, being visible to traffic, and following the rules of the road. Participants watched "I'm no Fool on Wheels" or "Bike

Safety with Bill Nye the Science Guy" videos that provided information on being safe not only while biking, but also while enjoying other wheel-sports. Students received educational brochures that will help them remember to follow the safety rules while they are riding their bicycles or scooters or using roller-skates or skateboards. In total, dedicated bicycle safety events reached over 1,000 students across Westchester County in FFY 2018.

The Westchester County Traffic Safety Office also promoted safe biking and helmet use during annual "Bike and Skate Sundays," when parts of Bronx River Parkway were closed to automobile traffic and open to bicyclists and skaters. Westchester County Police and members of the Bicycle Safety Committee provided bicycle and helmet fittings, safety inspections and free bicycle repairs. An estimated 2,000 bicyclists rode on the parkway, and numerous riders stopped to check helmet fit and bicycle fit and to pick up safety materials.

Westchester County traffic safety educators also promoted the importance of pedestrian safety. Nine pedestrian safety programs for adults and seniors were offered, and more than 300 children participated in three safe walking programs for kids. The safety themes discussed included safe ways to cross the street, the need to walk on the left if there are no sidewalks available, and the importance of staying alert and being visible to traffic.

Westchester County Traffic Safety also promoted GTSC's "See! Be Seen!" Pedestrian Safety Enforcement Mobilization. Educational tip cards in English and Spanish were distributed at libraries, senior centers, and at graduations and community events in Westchester's three PSAP "focus communities": New Rochelle, White Plains and Yonkers.

Finally, Westchester County Traffic Safety developed a program that combines pedestrian safety education with education on riding public buses. As part of this initiative, educational materials, such as brochures with information about pedestrian safety, were distributed to riders of Bee Line buses.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2018, Broome County Traffic Safety conducted 10 bicycle and pedestrian safety outreach programs reaching over 300 people. These programs targeted young children and adolescents at elementary schools, recreation centers and head starts. Participants learned basic bike safety tips, rules of the road and the proper fitting of a helmet through visuals of crashed helmets and a "melon drop" demonstration. All participants received educational materials.

Broome County Traffic Safety also conducted two cycling skills clinics, including one on June 1, 2018, in the Village of Deposit for 3rd-5th graders as part of the community's Bicycle and Pedestrian Safety Day. Each grade participated in a "Safety Talk" which

included the "Quick Fit Check" and a melon drop demonstration. Students then participated in a Cycling Skills Clinic where they learned a number of bike handling skills. A station was added this year that focused primarily on pedestrian safety and challenged students to determine if scenarios presented were safe or unsafe; 133 students participated in the event in Deposit. In FFY 2018, Broome County Traffic Safety distributed 351 bicycle helmets during its educational and outreach events.

Broome County Traffic Safety also implemented a bicycle and pedestrian safety poster campaign in the elementary schools of two Broome County school districts. Multiple posters were created, each with a single bicycle or pedestrian safety message, specifically geared toward young children. Messages such as the importance of wearing a helmet, following all traffic signs, riding on the right, how to walk safely at night, crossing at crosswalks and using the pedestrian safety signals were displayed on these posters. Posters were distributed to all 35 elementary schools in the county in April in preparation for National Bike Safety Month in May.

Monroe County Pedestrian and Bicycle Safety Program

The Monroe County Office of Traffic Safety offers bicycle and pedestrian safety programs for children and adults. In FFY 2018, the program included 160 school presentations that reached over 3,150 young students. The Office of Traffic Safety teamed up with physical education staff at the Council Rock Primary School in the Brighton Central School District on a program to educate students on the importance of biking and walking safely. An online video was produced which students were encouraged to watch at home with their parents before National Bike to School Day on May 9, 2018. The video reinforced the traffic safety lessons the children received in class. Over 760 students participated in this training during their physical education classes at school.

The Office of Traffic Safety also conducted seven bike rodeos reaching 582 young riders. The training at each rodeo focused on six bicycle-handling skills: brake check, tight cornering, slow race, figure eight, slalom/rock dodge and hand signals.

Rockland County Department of Health Pedestrian and Bicycle Safety Program

GTSC and the NYSDOH recruited the Rockland County Department of Health to apply for grant funding to educate people on the NYS Vehicle and Traffic Laws pertaining to pedestrian safety in the ethnically and religiously diverse Town of Ramapo – a PSAP "focus community." A first-time GTSC grantee, the Rockland County DOH developed a program focused on educating secondary school students in the East Ramapo Central School District and the community at large through direct outreach and law-based programming and interventions.

During FFY 2018, seven six-session awareness programs were offered in two schools reaching an estimated 200 students. The programs were intended for students ages 12-18 and each session focused on a pertinent pedestrian or bicycle safety law. The topics included how and where to safely cross the road, crossing intersections attentively, walking facing traffic, understanding traffic signals, safe walking at night, using sidewalks, safe walking where no sidewalks exist, correct bicycle helmet fitting, and not

texting or wearing headphones while bicycling. Sixty students also signed a "youth pledge" to obey the laws and be responsible pedestrians and cyclists.

An additional 1,900 students attended school-based assemblies focused on pedestrian and bicycle safety awareness. These assemblies provided information to teachers and students about the roadway network, vehicle and traffic laws, pedestrian and bicycling safety, and injury prevention to help ensure student safety, prevent crashes, and teach students safe roadway behaviors. Rockland County DOH also provided seven hour-long community-based presentations reaching nearly 150 people.

The final piece of Rockland County DOH's outreach plan consisted of billboard messaging. "See! Be Seen!" banners with safety tips for pedestrians and bicyclists were created and hung at 21 bus shelters in the Town of Ramapo in an effort to reach riders of public transportation.

Bike Safety Training and Helmet Fitting (New York City DOT)

In FFY 2018, the NYCDOT provided 24,267 bicycle helmets at helmet fitting events at a variety of locations and events across the five boroughs. NYCDOT's bicycle safety program also features the "Spring Cycle Eyes" initiative which raises awareness about the importance of bicyclists watching out for and being visible to pedestrians with low vision and other disabilities. During these events, bike safety education was provided and bike lights and bells were distributed. Events were held in high bike traffic areas including the Brooklyn, Queensboro and Williamsburg bridges, Flat Iron District and Hudson River Greenway, as well as college campuses.

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. As with other traffic safety issues, high visibility enforcement is a proven strategy for raising awareness as well as reinforcing the need for behavioral changes among both motorists and pedestrians. Police agencies in jurisdictions identified as focus communities in the PSAP as having high incidences of pedestrian crashes were encouraged to participate in the Operation See! Be Seen! enforcement mobilization and to conduct other enforcement efforts within their communities.

Suffolk County Police Department Pedestrian Education and Enforcement

During FFY 2018, the Suffolk County Police Department (SCPD) utilized funding from its PTS grant award to devote substantial resources to pedestrian safety education and enforcement in support of the state's PSAP. The Suffolk County towns of Brookhaven, Islip, Babylon and Huntington are

designated PSAP "focus communities" based on pedestrian crash volume. From 2009 to 2013, there were more than 2,000 fatal and personal injury pedestrian crashes in these four towns.

As a result, the SCPD aggressively engaged the public throughout the two-week Operation See! Be Seen! mobilization period in June 2018. The agency dedicated over 450 enforcement hours which resulted in over 740 individual interactions with pedestrians and motorists. SCPD's Community Relations Bureau distributed several thousand tip cards and posters throughout the communities during the educational phase of the campaign. Additionally, the SCPD Highway Patrol conducted a pedestrian decoy operation in a high pedestrian traffic area. Officers focused on violations which contribute to pedestrian crashes. During the campaign, SCPD issued 64 warning cards and 10 tickets to drivers found to be violating the state's pedestrian safety laws.

White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety project was to reduce crashes involving pedestrians which are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way. The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility enforcement and community outreach. In addition to enforcing motorist violations, warnings were issued to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals.

During Operation See! Be Seen! White Plains PD officers distributed educational pamphlets provided by the state along with 130 warning cards and issued 68 summonses for violations of the NYS Vehicle and Traffic Law pertaining to pedestrian safety. A subsequent pedestrian enforcement detail was conducted for a month during September 2018. The department issued a total of 114 summonses in FFY 2018 to drivers who did not yield to pedestrians in a crosswalk. Additionally, 16 summonses were issued, including 9 for unlicensed operation of a motor vehicle.

Town of Ramapo Police Department Pedestrian Decoy Program

In FFY 2018, the Ramapo Police Department (RPD) continued its Pedestrian Decoy Program. The program was created in response to numerous motor vehicle crashes involving pedestrians or bicyclists, many of which resulted in serious injuries. During the year, special details were conducted where a police officer in plain clothes attempted to safely cross a roadway using a designated crosswalk. Motorists who did not yield to the pedestrian as required by law were stopped by a marked police vehicle. During the Operation See! Be Seen! mobilization period, the RPD issued 106 warning cards and 20 citations to drivers and pedestrians who failed to comply with New York's pedestrian safety laws. The Town of Ramapo Police Department also continued its reward program for youth who exhibited safe pedestrian and bicycling behaviors and its efforts to increase awareness and enforcement of the state's current pedestrian and bicycle safety laws.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, the NYPD used FFY 2018 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. The NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. The NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light, and to discourage the use of cell phones while crossing.
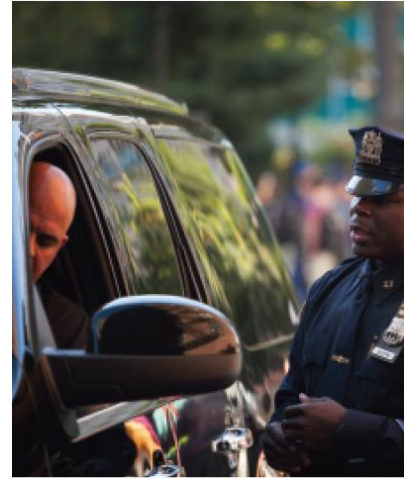
The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the city's five boroughs. The following results were reported for the three enforcement programs conducted during 2018.

Failure to Yield Enforcement

Between July and September of 2018, a total of 70 operations were conducted at five locations in Manhattan; 657 summonses were written and one arrest was made for aggravated unlicensed operation of a motor vehicle. The summonses were for 318 vehicles failing to yield to pedestrians, 49 bicycles failing to yield to pedestrians, and 290 various other hazardous violations.

Speed Enforcement

From January to September of 2018, speed enforcement was conducted at 12 selected off-highway locations throughout the City. During this time period, there were a total of 1301 summonses issued, with 1,289 speed summonses and 12 other hazardous violations issued.

Bicycle Enforcement

Throughout the summer of 2018, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of bicycles. During the summer, 1,524 summonses were issued for various hazardous moving violations committed by bicycle operators.

Research, Evaluation & Analytical Support for New York's Pedestrian, Bicycle & Wheel-Sport Safety Program

In FFY 2018, the Institute for Traffic Safety Management and Research (ITSMR) completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2012-2017 which is posted on the ITSMR website (www.itsmr.org).

OCCUPANT PROTECTION

In 2018, motorists in New York continued to demonstrate a high level of seat belt compliance with the statewide usage rate again reaching 93% in the annual survey conducted in June. New York's seat belt use rate has been 90% or higher each year since 2010 and has been consistently above the national average since passage of the nation's first seat belt law in 1984. To further strengthen the law, beginning November 1, 2017, seat belt use is required for taxi and livery drivers and any passengers age 16 and over riding in the front seat of these vehicles.

New York State and National Seat Belt Usage Rates
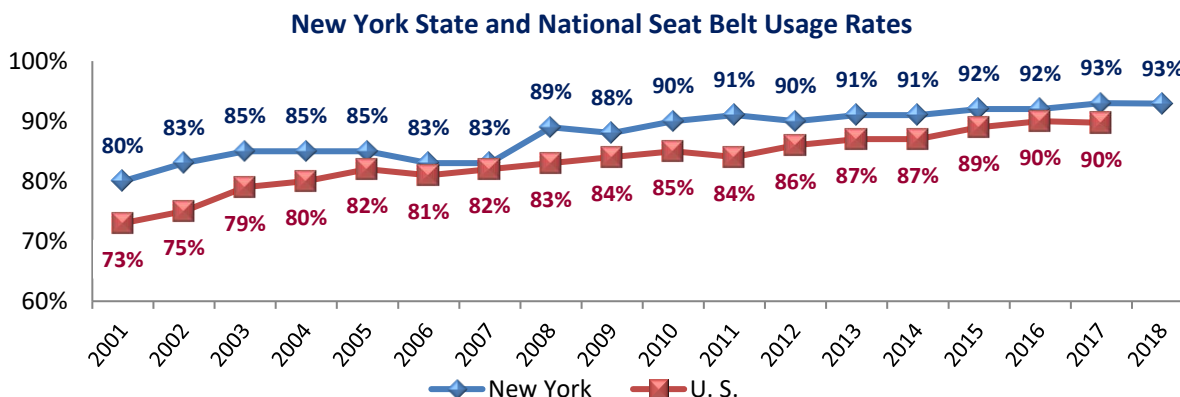
Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state's Buckle Up New York/Click It or

Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state's law enforcement agencies in the national seat belt enforcement mobilization in May.
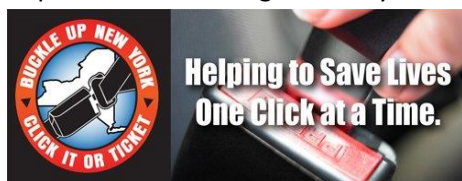
This year, GTSC expanded the "Protect Your Melon" occupant protection educational campaign featuring professional race car driver Ross Chastain. Approximately 1,300,000 watermelons with the campaign slogan were distributed to retail outlet stores throughout the state. Special displays were set up in more than 150 stores to increase awareness. A number of special outreach events were also conducted to raise awareness of the importance of seat belt use among key high risk groups.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is Child Passenger Safety (CPS). In FFY 2017, New York's occupant restraint law was also amended to increase the safety of children. Effective November 2019, children up to age two are required to ride in a rear-facing child restraint that is appropriate for the child.

In FFY 2018, GTSC awarded 166 CPS grants to maintain the state's active network of child seat inspection stations; provide training to increase awareness of CPS issues among parents and other caregivers; ensure the availability of a large pool of certified technicians; provide child

safety seats for low income families and continue to expand accessibility to child passenger safety education and services among the state's underserved populations.

In FFY 2018, GTSC supported the operation of 289 child safety seat inspection stations. These grants are intended to increase accessibility to CPS services through special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians. To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. New York State now has 1,883 individuals (up 53 from FFY 2017) who are certified to educate parents and caregivers about proper child restraint use and installation in New York State.

In FFY 2018, the New York State Department of Motor Vehicles (DMV) and the Governor's Traffic Safety Committee (GTSC) launched a four-part online video series to highlight safety measures to protect children and infants in motor vehicles. National data show car crashes are a leading cause of death for children ages 1 to 13.

The video series was shared on the GTSC's Facebook and Twitter pages. It is part of a national driver education effort during Child Passenger Safety Week, which ran September 23 – 29, 2018. In addition, National Car Seat Check Saturday was September 29. A total of 35 car seat check events were planned statewide throughout the week, including 24 on Saturday, to help parents ensure their children's restraints are safely installed. Complete details on those events and others sponsored by the GTSC throughout the year are available on the GTSC website.

ASSESSMENT OF PROGRESS

Occupant Protection Targets for FFY 2018

❖ Increase the 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

❖ 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

Status of Performance Measures

New York's seat belt use rate has been at 90% or above since 2010. In 2017 and 2018 the five-year moving average rate reached 92%, indicating excellent progress toward the target of 93% set for 2018.

The five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 2013 to 2017, reaching the target of 167 set for the end of 2018.

SEAT BELT USE RATES

Year	Annual Rate	5 Yr Moving Avg
2014	91%	90%
2015	92%	91%
2016	92%	91%
2017	93%	92%
2018	93%	92%
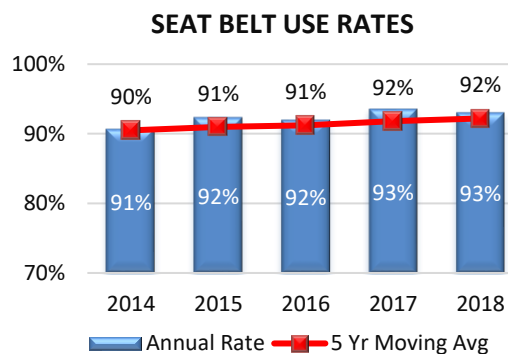
Source: NYS Seat Belt Observation Surveys

The number of seat belt tickets issued continued on a downward trend in 2017. Compared to 2013 when 229,238 tickets were issued for seat belt violations, 162,076 tickets were issued in 2017, a decrease of 29.3%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources. Despite the drop in enforcement, the state's seat belt use rate once again reached 93% in 2018.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

Year	Fatalities	5 Yr Moving Avg
2013	186	196
2014	155	185
2015	173	181
2016	153*	175
2017	169	167

*Revised based on final FARS data
Source: FARS

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW

Year	Tickets
2013	229,238
2014	197,986
2015	174,087
2016	162,483
2017	162,076
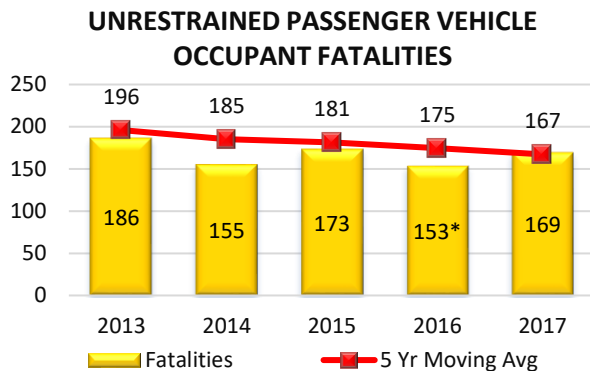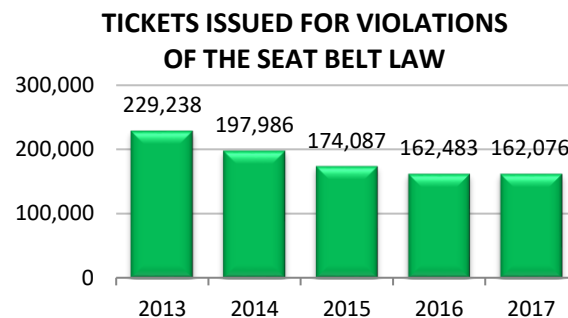
Sources: NYS TSLED and AA systems / TSSR

Annual Survey of New York State Drivers: Results Related to Seat Belt Use

 Seat belt use was one of the traffic safety topics included in New York's annual driver behavior surveys conducted at five Department of Motor Vehicles offices beginning in 2010. The table below provides the responses to questions regarding the frequency of seat belt use and the perception of the risk of being ticketed for the five most recent surveys conducted 2014-2018. Additional charts include the results of analyses of these questions by gender and age.

How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pickup truck?	2014	2015	2016	2017	2018
Always	85.6%	86.9%	86.7%	86.0%	87.9%
Most of the time	9.5%	7.6%	8.1%	8.9%	7.1%
Sometimes	3.1%	3.4%	3.6%	3.3%	2.9%
Rarely	0.8%	1.0%	0.6%	0.7%	1.0%
Never	0.9%	1.1%	1.1%	1.0%	1.1%
What do you think the chances are of getting a ticket if you don't wear a seat belt?	2014	2015	2016	2017	2018
Always	25.5%	25.6%	27.3%	27.8%	29.1%
Most of the time	25.8%	27.7%	25.8%	25.8%	23.7%
Sometimes	33.6%	30.0%	30.5%	30.5%	32.2%
Rarely	10.1%	11.9%	10.4%	11.4%	10.3%
Never	5.0%	4.8%	5.9%	4.6%	4.7%

Source: 2014-2018 Driver Behavior Surveys

- Reported restraint use was consistent across the five surveys conducted 2014-2018. In 2018, 88% of the respondents reported that they "always" wear a seat belt and 7% wear one "most of the time" when driving or riding in a vehicle. Only 2% "rarely" or "never" buckle up.

- The perception of the risk of getting a ticket for violating the seat belt law has increased slightly over the five years; in 2018, 53% thought someone would receive a ticket "always" (29%) or "most of the time" (24%) compared to 51% in 2014.

- In 2018, 15% of the respondents thought that someone would "rarely" (10%) or "never" (5%) get a ticket for failing to wear a seat belt, consistent with earlier years.

Differences by Gender

- Reported restraint use by women remained higher than by men and held steady at 89% in 2018.

- In 2018, reported restraint use among men increased to 87%.

DRIVERS WHO "ALWAYS" WEAR A SEAT BELT IN A VEHICLE BY GENDER

Source: 2014-2018 Driver Behavior Surveys

- From 2014 to 2018, women were more likely than men to think they would "always" or "most of the time" get a ticket if they are not wearing a seat belt.

- In 2018, the perception of the risk of receiving a seat belt ticket rose among men (53% compared to 47% in 2014). The proportion of women who thought they would "always" or "most of the time" get a ticket for failing to wear a seat belt dropped from 58% in 2017 to 53% in 2018.
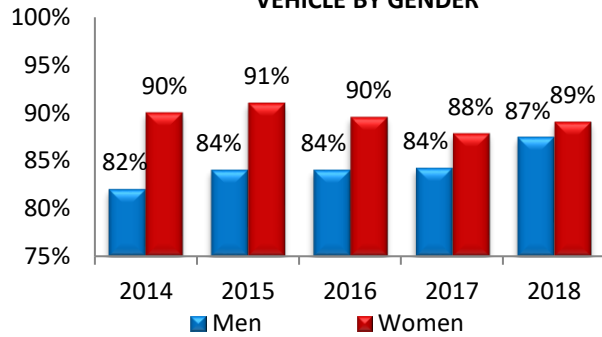
DRIVERS WHO THOUGHT THEY WOULD "ALWAYS" OR "MOST OF THE TIME" RECEIVE A SEAT BELT TICKET BY GENDER
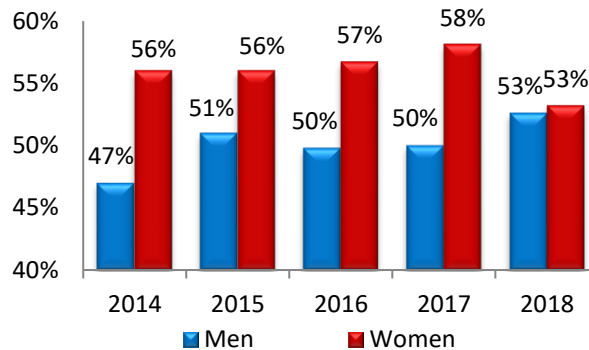
Source: 2014-2018 Driver Behavior Surveys

Differences by Age

DRIVERS WHO "ALWAYS" WEAR THEIR SEAT BELT IN A VEHICLE BY AGE GROUP
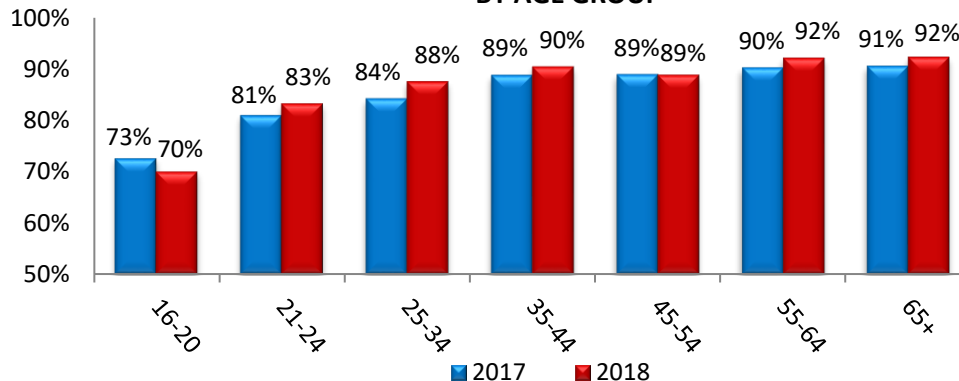
Source: 2017-2018 Driver Behavior Surveys

- In general, reported seat belt use increases with age; in 2018, 70%-88% of the drivers in the age groups under 35 reported they always buckle up when driving or riding in a vehicle compared to 89%-92% of the drivers in each of the age groups 35 years and older.

- The largest increase in reported use occurred in the 25-34 age group; in 2018, 88% said they "always" buckle up in a vehicle compared to 84% in 2017.

- Between 2017 and 2018, a small decrease in reported seat belt usage occurred in the age group 16-20 (73% to 70%).

PERCEPTION THAT SOMEONE WOULD "ALWAYS" OR "MOST OF THE TIME" GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP
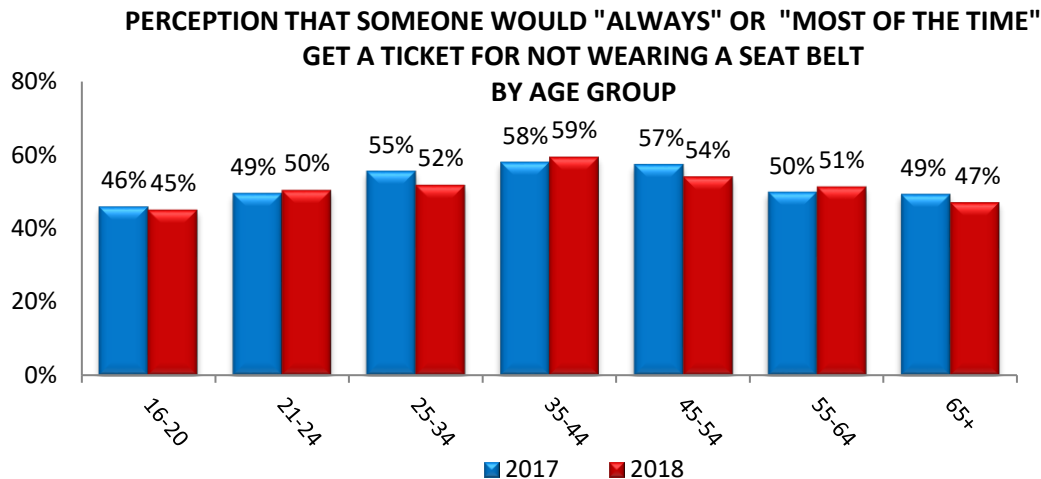
Source: 2017-2018 Driver Behavior Surveys

- In 2018, the proportion of drivers who thought that someone who did not wear a seat belt would get a ticket "always" or "most of the time" ranged from a low of 45% for the 16-20 age group to a high of 59% for the 35-44 age group.

- Between 2017 and 2018, the perception of risk of getting a seat belt ticket remained steady among those in the age groups surveyed.

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Occupant Protection program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2018 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Seat Belt Enforcement

The primary strategies used during the past year to increase seat belt compliance were high visibility enforcement, zero tolerance and a vigorous public information and education (PI&E) campaign which are all major components of the Buckle Up New York/Click It or Ticket program.
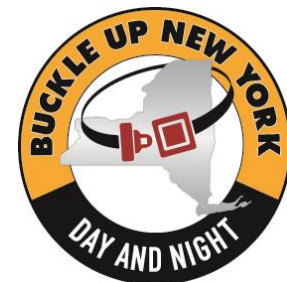
Agencies were encouraged to focus on low-use areas of the state, high-risk groups and conducting enforcement at times of the day when compliance is traditionally lower.

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, BUNY/CIOT, consists of several proven components:

- *High visibility enforcement checkpoints***:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.

- *Zero-tolerance enforcement:* Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.

- *Seat belt mobilizations:* A statewide 14-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement initiative. The mobilizations consist of high visibility enforcement, intensive media campaigns and PI&E activities.

- *Nighttime enforcement***:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities. In FFY 2018, law enforcement agencies across the country participated in a four-hour Border-to-Border checkpoint detail during the hours of 4pm-8pm to increase compliance during diminished light hours.

- *Police officer motivation***:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 30 additional copies of the roll call video were sent to police agencies.

- *Dedicated roving patrols:* Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency's ability to conduct fixed seat belt checkpoints. Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the enforcement mobilizations. Other successful strategies being used for seat belt enforcement include bicycle patrols.

- *Statewide, multi-agency effort:* Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has

had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.

- *PI&E and media outreach:* Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and become very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media.

- *Reporting and evaluation:* Law enforcement agencies that receive grant funding are required to report their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2018, the GTSC provided 265 Police Traffic Services (PTS) grants directly to municipal and county law enforcement departments, while additional police agencies participated in the program through block grants awarded to their counties. Prior to the mobilization, GTSC sends a letter to all agencies in the state encouraging them to participate in the BUNY enforcement waves regardless of grant funding. During the two-week mobilization in May 2018, more than 24,000 seat belt tickets and nearly 2,200 child restraint tickets were issued; the total number of tickets issued in the 2018 mobilization was only slightly below the number issued in the previous year.

TICKETS ISSUED DURING THE MAY 2017 AND 2018 BUNY/CIOT MOBILIZATIONS

	May 22-June 4, 2017	May 21-June 3, 2018
Tickets for Seat Belt Violations	24,257	24,391
Tickets for Child Restraint Violations	2,365	2,184
Total Safety Restraint Tickets Issued	**26,622**	**26,575**

State Police Buckle Up New York Program

During the 2018 mobilization conducted May 21–June 3, 2018, State Troopers issued 9,151 adult seat belt and 801 child restraint citations. This represented over 37% of the total law enforcement activity for the two-week mobilization.

In FFY 2018, the New York State Police partnered with the New York State Park Police for a statewide "BUNY in the Parks" occupant restraint initiative. A press release announcing the event was distributed to statewide media outlets on July 13, prior to the 30-day campaign. Approximately 30 joint details were conducted between July 14 and August 13 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 764 seat belt and 2,107 child restraint tickets being issued.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts, and this "around-the-clock" activity has been substantial. From October 1, 2017 to September 30, 2018, State Troopers issued 45,775 adult and child safety restraint tickets statewide. Monthly enforcement details continued to play an important role in the overall occupant protection program with 889 additional fixed or roving seat belt details being conducted in FFY 2018.

Throughout the year, the State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Materials that provided information on the special seat belt requirements for young drivers and their passengers, as well as other provisions of New York's Graduated Driver Licensing Law, were distributed to both parents and law enforcement.

Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding the Buckle Up New York enforcement wave. The educational component included 116 Rollover simulator and Convincer demonstrations that reached a total of approximately 30,000 at various locations including schools, county fairs and press events.

Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. In FFY 2018, GTSC continued to support communications, outreach and other public information and education efforts to publicize high visibility enforcement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low compliance segments of the population.

Education of the General Public and High-Risk Groups

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

In FFY 2018, GTSC continued the statewide "Protect Your Melon" occupant protection educational campaign. As part of this program, the GTSC partnered with JD Motorsports and Xfinity racecar driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who historically have demonstrated lower restraint use.

From May through August, approximately 1,300,000 watermelons were distributed to retail outlets statewide; the "Protect Your Melon" logo with a reminder to Buckle Up was affixed to each melon.

As part of the outreach efforts, Ross Chastain interacted with students at the Ticonderoga and Burnt Hills-Ballston Lake high schools and at "Battle of the Belts" events in Essex and Saratoga counties. He was also a speaker at the Buckle Up New York kick-off press event held at the West Capital Park in Albany, NY. In August, Chastain interacted with patrons at the Watkins Glen State Park and at the DMV exhibit at Watkins Glen International just prior to the NASCAR Xfinity race.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 riding in the rear seat of vehicles. Children under the age of four must be in a federally-approved child safety car seat and children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child's height and weight. In FFY 2018, the law was amended to require children from birth up to age two to ride in a proper child restraint facing the rear of the vehicle. This new requirement which will take effect in November 2019 is intended to increase the safety of the youngest passengers riding in vehicles and reduce the number of severe injuries and fatalities in a crash. The exemptions for vehicles with lap belts only and children taller than 4'9" or weighing over 100 pounds have not changed. The penalty for violations of the laws related to children continues to be a fine of no less than $25 and no more than $100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

The strategies for Child Passenger Safety focus on improving child passenger safety through public awareness; education and instruction for parents and other caregivers on the proper installation and use of child safety seats; training for technicians and instructors to provide these services to the public; child safety seat distribution programs; and child seat check events. To support these strategies, New York's CPS Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on the state's roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the child safety seat, provide instruction on proper installation and replace unsafe seats.

- Awareness Training conducted to educate the public on all aspects of Child Passenger Safety.

- Car Seat Check Events held regularly for the inspection of child restraint seats without an appointment; unsafe, inappropriate, outdated or seats that have been involved in a crash are replaced.

- Distribution Centers where appropriate child safety seats are supplied, free of charge, to qualified low-income families.

GTSC's CPS Program Coordinator assists agencies with grant development and management including the preparation of grant applications, reporting, vouchering and requesting project modifications when necessary.

In FFY 2018, GTSC awarded 166 CPS grants to local agencies, compared to 153 in FFY 2017. Many grantees provided multiple programs and services. In FFY 2018, 131 agencies received funding to operate fitting stations, 34 agencies were funded to conduct CPS awareness training, 118 agencies were funded to conduct car seat check events and 53 agencies received funding for child safety seat distribution programs for low-income families.

Child Passenger Safety Communications and Outreach

Through its CPS grant program, GTSC continued to provide support and coordination for statewide public information and education to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues and serves as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.safeny.ny.gov and on the "Frequently Asked Questions" page of the DMV website.

"Know for Sure" Campaign

In FFY 2018, New York continued to promote the national child passenger safety campaign, "Know for Sure Your Child is in the Right Car Seat" launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-12 years) in the right restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly used and installed by parents and caregivers. To assist in the dissemination of the Know for Sure message, window cling sunshades were purchased and distributed at car seat check events and fitting stations. New York State also added a focus of Tween safety to the campaign. Most tweens (8 to 12-year-olds) seriously injured or killed in crashes were not wearing seat belts. Children in this age group are also more likely to get injured in crashes when riding in the front seat.

In FFY 2018, GTSC continued its collaboration with the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote the tool kit for the "Know for Sure" message. This tool kit was developed to assist grantees, technicians and instructors who are responsible for seat check events, distribution centers, public awareness classes and permanent fitting stations. The Child Passenger Safety tool kit includes the following information:

Tweens – Never Give Up Until They Buckle Up
1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
   - Under 13 Tip Card – English (pdf)
   - Under 13 Tip Card – Spanish (pdf) at NYSDOH
   - Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure… Is Your Child in the Right Car Seat?
1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYS Department of Health
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)
6. Spanish White House Poster (pdf)
7. I'm Safe in the Car Backseat Bingo Game
8. Know For Sure window cling sun shade
9. Order form for Know for Sure Campaign Materials (pdf)

The tool kits from past campaigns also remain on the www.safeny.ny.gov website for future use.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2018. While the seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. In FFY 2018, 34 agencies received funding to conduct CPS awareness classes. These awareness classes were held throughout the state and reached over 3,000 participants. The majority of the participants were parents, expectant parents and caregivers. The other participants included foster parents, day care providers, law enforcement officers, health care professionals and bus drivers.

Again this year, many grantees purchased and used the latest version of the CPS video "Don't Risk Your Child's Life" which is updated each year. The video includes information on the American Academy of Pediatrics' (AAP) recommendation to keep infants rear facing until age two or until the highest recommended weight allowed by the manufacturer is reached.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2018 included the following:

- All technician training courses for the year were scheduled by May 2018.

- Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website www.safeny.ny.gov.

- Members of the Advisory Board worked with the New Jersey CPS Conference Committee to plan the NHTSA Region 2 conference which was held at the Ocean Place Conference Center in Long Branch, NJ, March 19-21, 2018. Many board members moderated and presented sessions at the conference.

- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a monthly basis. A list of technicians whose certifications had expired was provided for the CPS Advisory Board to use in canvassing for recertification.

- The Advisory Board coordinated the events and the publicity campaign for Seat Check Saturday that kicked off Child Passenger Safety Week in New York State.

- The Advisory Board completed work on the creation of a new continuing education unit curriculum which was distributed in FFY 2018.

- The Advisory Board created a new educational form to distribute to parents and caregivers at car seat check events and at fitting stations when distributing a new child restraint.

- The resumes of new Advisory Board members were submitted and approved by the Board and GTSC.

- The Advisory Board continued its efforts to educate CPS professionals, parents and caregivers on the new law taking effect in November 2019 mandating that children remain in rear facing car seats up to the age of two.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,883 Certified Technicians and 80 CPS Instructors. While other states have lost technicians, New York has been able to maintain a stable number of certified technicians.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2018, 29 Standardized Child Passenger Safety Technician Training classes were conducted, producing 367 new certified technicians. There were 148 certified technicians

who attended nine Continuing Education Unit Update Trainings in FFY 2018 to renew their certification. Three Renewal Testing Trainings were held where eight certified technicians regained their certification.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies (19%), County Sheriff Offices (27%), health agencies (11%), Fire/EMS (12%) and the New York State Police (19%).

Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. Continuing Education Units are available for those who attend these classes. According to Safe Kids Worldwide, 68% of New York's technicians were recertified during FFY 2018, approximately the same proportion as the previous year. New York's recertification rate consistently exceeds the national rate of 56%.

Child Safety Seat Inspection Stations

In FFY 2018, GTSC continued to support the operation of inspection stations where parents and other caregivers can receive instruction in the proper installation and use of child safety seats. To receive mini-grant funding, grantees must have certified technicians available to staff the inspection station during the hours of operation.

In addition to permanent fitting stations, CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's 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.

Grantees continued to utilize storage trailers that were purchased with federal funding in previous grant years. The trailers are used as mobile fitting stations, storage facilities and/or educational training trailers. Trailers are required to display both the GTSC and Child Passenger Safety logos.

Permanent Child Safety Seat Fitting Stations

In FFY 2018, GTSC continued to support the operation of child safety seat fitting stations. Currently there are 289 permanent fitting stations in New York State. The agencies operating fitting stations reported that 6,448 child safety seats were inspected in FFY 2018 and 1,437 seats were given away. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.safeny.ny.gov.

ACTIVITIES AT PERMANENT FITTING STATIONS
FFY 2014-2018
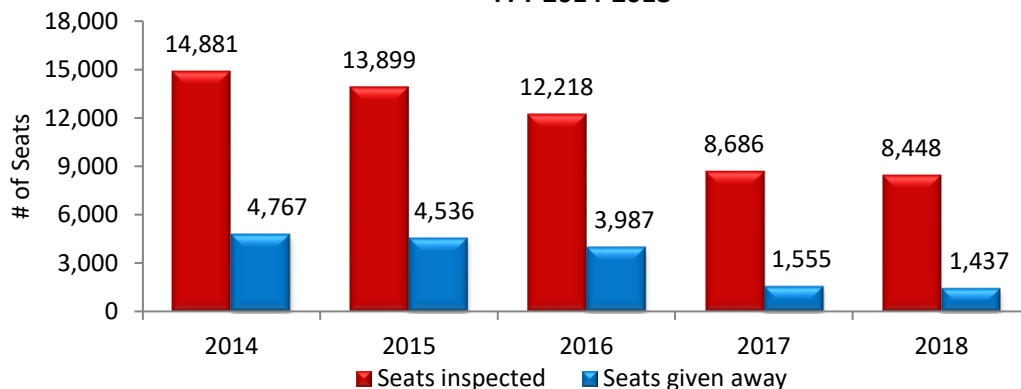
Fitting stations in New York State have remained very active. In most cases, seats are inspected by appointment. Listed below are some of the most active fitting stations and the number of seats inspected at their facilities in FFY 2018 and the number of seats given away.

- Albany County Traffic Safety Board: 1,033 inspections and 64 seats given away

- Cornell Cooperative Extension of Saratoga County: 685 inspections and 28 seats given away

- North Greece Fire District: 558 inspections and 15 seats given away

- Dutchess County Traffic Safety Board: 375 inspections and 51 seats given away

- NY Coalition for Safety Belt Use: 358 inspections and 5 seats given away

- Cornell Cooperative Extension of Livingston County: 375 inspections and 70 seats given away

- St. Mary's Hospital for Children: 308 inspections and 14 seats given away

- NYC DOT: 271 inspections and no seats replaced

- North Tonawanda City Police Department: 243 inspections and 68 seats given away

Car Seat Check Events

Child Safety Seat Check Events

In FFY 2018, 118 agencies were approved to conduct car seat check events. The types of misuse found during car seat check events in FFY 2018 are summarized in the table below.

MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS IN FFY 2018

Rear-Facing Seats	Forward-Facing Seats	Booster Seats
Seat too loose	Seat too loose	Not used at all
Harness straps not snug	Harness straps not snug	Not age/weight suitable
Not age/weight suitable	Seat too old	Lap/shoulder belt not positioned correctly
Inappropriate recline	Harness straps in wrong slots	Seat too old
Seat too old	Not age/weight suitable	Not secured when not in use
Harness clip placed wrong	No history, missing labels	Not using high back when needed
No history, missing labels	LATCH used incorrectly	Harness straps not removed
LATCH used incorrectly	Harness straps twisted	Seat belts routed incorrectly
Carrying handle up	Harness clip placed wrong	Using a shield booster seat
Harness straps in wrong slots	Seat belts routed incorrectly	Used with only a lap belt

The most common types of car seat misuse continued to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Again this year, many children six and seven years of age were found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges. There were also many cases involving children riding in booster seats where the shoulder belt was placed incorrectly or not used at all.

National Seat Check Week and Seat Check Saturday

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 23-29, 2018. The goal each year is to remind caregivers to keep children properly restrained in a child safety seat that meets their weight and height requirements.

This year, 48 check events were held across the state where a total of 879 seats were checked by 278 certified technicians and 200 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 23, GTSC staff participated in the event held at Crossgates Mall in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 102 seats were inspected for proper installation by 40 certified technicians at this event.

Child Safety Seat Distribution and Education Programs

Child Safety Seat Distribution Programs

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 educates 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 2018, 53 agencies in New York were awarded funding to operate a child safety seat distribution and education program.

The child safety seat distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 445 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the child safety seat by certified Child Passenger Safety Instructor William VanAlstyne.

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

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts New York State's annual observational survey of seat belt use. Twelve counties and 10 observation sites within each county are included in the survey. In accordance with NHTSA requirements, ITSMR staff selected a new set of observation sites to be used starting with the 2018 seat belt survey. The new sites were approved by NHTSA in February 2018.

The 2018 survey was conducted in June following the national seat belt mobilization May 21–June 3. The statewide use rate was measured at 93%, matching the rate for 2017. By maintaining a use rate of at least 90%, New York meets the NHTSA criteria for a "high use" state and will be eligible again for federal 405b Occupant Protection grant funds in FFY 2020.

COMMUNITY TRAFFIC SAFETY PROGRAMS

The Community Traffic Safety Programs area includes projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. The programs that are funded encompass strategies from several traffic safety program areas and contribute to the achievement of New York's overall statewide goals and objectives.

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state-level initiatives focusing on specific issues such as drowsy driving and pedestrian safety, or special groups such as younger drivers, older drivers, children and diverse populations. During 2018, GTSC conducted activities to improve traffic safety for the Seneca Nation of Indians (SNI). GTSC also conducted outreach to many of the other federally-recognized Indian Nation tribes within New York State, consistent with its goal to discuss ways to develop and strengthen sustainable relationships that will lead to reductions in traffic-related injuries and deaths among members of this underserved population.

ASSESSMENT OF PROGRESS

Community Traffic Safety Programs Target for FFY 2018

The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. The following performance target was set in the FFY 2018 Highway Safety Strategic Plan:

❖ 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

Since 2013, the five-year moving average number of drivers under age 21 involved in fatal crashes has been on a downward trend, reaching 106 in 2017. Although the number of young drivers in fatal crashes reached 99 in 2017, the target of 95 set for December 31, 2018, may be difficult to achieve.

DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES
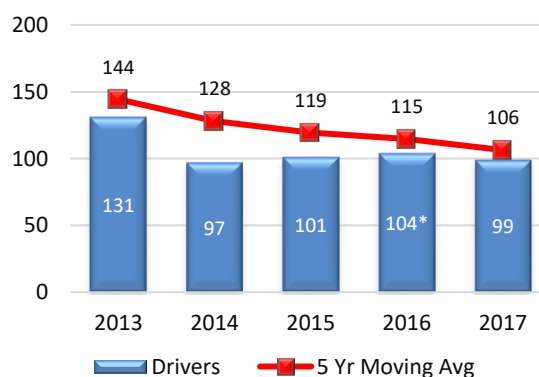
*Revised based on final FARS data
Source: FARS

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2018 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area.

The complete list of projects implemented in FFY 2018 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

New York Coalition for Transportation Safety – Safety Education Programs

The number of people walking and riding bicycles has increased in Nassau County in recent years and this increase has brought a subsequent rise in the number of people killed or injured in motor vehicle crashes. Infrastructure changes, including more sidewalks and bicycle lanes that would improve safety for these populations, have not kept up. The NY Coalition for Transportation Safety addresses this problem through the conduct of safety education programs for pedestrians and bicyclists of all ages.

This year, the Coalition produced a daylong event, "Walk/Bike Nassau," geared to local residents. This event offered presentations on roadway safety improvement projects and education programs from local legislators, NYS DOT and the Nassau County Department of Health, as well as workshops on the environment, planning and engineering. The group provided safety education showcases that included AAA Northeast, Safe Kids, Cohen's Children's Medical Center, Nassau University Medical Center and South Nassau Community Hospital. The Nassau County PD and Port Washington PD bicycle patrols offered younger participants an opportunity to learn why and how to wear bicycle helmets. The patrols also led the youngsters through a series of safety drills designed to teach them how to better control their bicycles. In all, about 125 adults and 30 children attended Walk/Bike Nassau. All adults completed both written and oral evaluations designed by the Long Island Health Collaborative to assess the event and determine how much knowledge participants gained. These evaluations will help to further identify community needs and direct future programs.

In Queens County, considerable emphasis has been placed on improving bicycle safety for riders of all ages. For the second year in a row the NY Coalition for Transportation Safety worked with the Breezy Point Association, an organization located in the Rockaways on the Atlantic Ocean, to improve bicycle safety for the large numbers of young people who bike throughout the community. The Coalition staged a bicycle rodeo and education program in cooperation with the Breezy Point Association. Program content included an overview of the laws pertaining to cycling as well as practice drills to improve the skills of riders, whether they are riding on the street or to the beach. The Association supported the educational efforts of the Coalition by purchasing helmets, bicycle bells, locks and reflective stickers that were distributed to participants.

Broome County Department of Health – Teen Traffic Safety Day

The Broome County Department of Health's Teen Traffic Safety Day event held in FFY 2018 was attended by more than 650 students from 20 schools. The event was developed in collaboration with the Broome County STOP-DWI Program and sponsored by State Farm Insurance. This event which began in 2010 as a small Battle of the Belts competition at one local high school, has grown into a full day of traffic safety activities and educational speakers. The event that is now held in the Floyd L Maines Veterans Memorial Arena is open to all high school students, staff and parents.

Teen Traffic Safety Day Activities included the following:
- Distracted Driving and GTSC Panel Speaker Karen Torres
- Battle of the Belts Competition provided by Broome County Traffic Safety Program
- Seat Belt Demonstrations provided by the New York State Police Troop C
- Share the Road Tractor Trailer Display provided by the Trucking Association of NY
- Amy Stock Memorial Trailer provided by the Otsego County Sheriff's Office
- Bicycle Loading Demonstration on Buses provided by BC Transit
- Fast Pitch with Fatal Vision Goggles
- Pedestrian Signal Display provided by NYS Department of Transportation
- Traffic Safety Education provided by local State Farm Insurance Agent Mark Anderson
- Pedal Cart Course and B Devils Slap Shot Den with Fatal Vision Goggles provided by Broome County STOP-DWI Program
- Distract-A-Match Game and Traumatic Brain Injury Education provided by Brain Injury Association of NYS
- Distracted Driving Simulator Goggles provided by AT&T "It Can Wait" Campaign
- Distractor and Impaired Driving Simulators provided by the Save a Life Tour
- STOP-DWI Impaired Driving Panel Display provided by Broome County STOP-DWI Program
- Sign the Teen Traffic Safety Day Safe Driving Poster
- Turn Around, Don't Drown presentation provided by Adaptive Driving Services, Inc.
- Let's Not Meet by Accident interactive trauma presentation provided by United Health Services Hospitals
- Motorcycle Safety Educational Speaker Bruce LePorte

Driving in the Safe Lane Project

The Community Parent Center in Nassau County conducted many activities and events to educate and raise awareness among parents, teens and the public about issues related to young drivers. The "Driving in the Safe Lane" program is a school-community partnership involving the Community Parent Center, schools, law enforcement, government, and the medical and business communities in Nassau County.

During FFY 2018, 55 daytime and evening programs and 10 full/half day events were presented at public and private schools in Nassau County reaching over 13,800 parents, students, teachers and community members in the county's culturally diverse areas. The programs for teens and their parents were held at the schools in the evening, often in conjunction with driver education courses. To encourage teens to attend, school parking privileges and other incentives were offered. Speakers included members of the law enforcement and medical communities, parents of crash victims and teens performing community service because of traffic-related offenses.

The safe driving message was reinforced through a variety of other daytime programs and events including "Grim Reaper Days," "Good Decisions Days," school and community health fairs, assembly presentations and educational speakers. These full and half-day programs offered a variety of hands-on activities that demonstrate the dangers of impaired and distracted driving behaviors and the importance of making good decisions. During the school events, many students and faculty signed the Driving in the Safe Lane pledge banner and took a turn using fatal vision goggles while driving a non-motorized pedal kart to simulate impaired driving.

Niagara County Traffic Safety Fair

In FFY 2018, the Niagara County Office of Traffic Safety once again held its eight-day Annual Traffic Safety Fair. Approximately 2,500 juniors and seniors from up to 25 high schools in five neighboring counties attended the event which had two parts. First, a crash victim spoke about the impact of being in a crash, followed by a mock crash scene narrated by dispatchers, police and fire personnel. The second segment involved hands-on activities for the participants. The students watched a Mercy

Flight helicopter arrive or depart and had a chance to talk to the crew. There were also several presentations on rollovers, seat belt use, railroad crossing safety and construction zone safety. This year, the Niagara County Office of Traffic Safety added a driving simulator. The program lasted approximately five hours with a half-hour lunch between the two segments; during the break, four-man teams from the schools competed in a "Battle of the Belts." Each member of the winning team received an iTunes gift card.

Livingston County – Cornell Cooperative Extension of Livingston County, Mount Morris, NY

In FFY 2018, Cornell Cooperative Extension (CCE) continued to implement its comprehensive Community Traffic Safety Education plan for all Livingston County residents. The CCE Traffic Safety Coordinator collaborated with other traffic safety education providers and the Traffic Safety Education Advisory Board on the development of the plan which is intended to help save lives and prevent injuries in the Livingston County area.

Twenty-four wheeled sport rodeos were conducted from May through August with assistance from the County Health Department, the Sheriff's Office and other law enforcement agencies. More than 1,200 attendees participated in the rodeos that were held at various recreation and daycare locations.

In February 2018, letters were sent to all school in the county, inviting them to schedule traffic safety continuing education programs. Occupant safety presentations were delivered in seven local area public schools since the beginning of the grant cycle. These programs were offered through the remainder of the school year and into the summer for summer recreation programs.

CCE collaborated with local law enforcement, the Office of the Aging and Noyes Hospital to provide summer events for residents of Livingston County. The most successful car fit event to date was held at the Lakeville Training Ground on September 21, 2018 with attendance numbers tripling those in past years. This event was held in collaboration with Noyes Hospital, Livingston County Department of Health and Cornell Cooperative extension at the Annual Fall Prevention Workshop. In addition, multiple sessions of each "I'm Safe" occupant, wheeled sport and pedestrian safety program were delivered to children with special needs, developmental delays and/or diagnosed disabilities at the Livingston Wyoming County Arc Head Start/KidStart programs classrooms in FFY 2018.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

Stony Brook University School of Health Technology and Management developed a research-informed Drowsy Driving curriculum to equip students with strategies to improve sleep habits to reduce the risks of drowsy driving. Working with statistical consultants and conducting rigorous analyses to identify gaps in knowledge about healthy sleep habits and the dangers of drowsy driving, Stony Brook piloted this curriculum on their campus as well as delivered it to train the trainers from various colleges and universities throughout Long Island. The goal is to share this curriculum for inclusion in the orientation for incoming college students throughout New York. An external program evaluation on drowsy driving for drivers under the age of 25 has also been developed. These efforts are intended to help change social norms on sleep impairment and to relay the message that drowsy driving cannot be ignored and is a dangerous behavior that can result in injury and death.

GTSC continued to raise awareness of the dangers of drowsy driving in FFY 2018. National Drowsy Driving Prevention Week in November, which coincides with the end of Daylight Saving Time, was promoted through a statewide press release issued by the NYS Department of Motor Vehicles (NYSDMV) on behalf of New York's Partnership Against Drowsy Driving

(NYPDD). NYPDD members include representatives from GTSC, the NYS Departments of Health (NYSDOH), Motor Vehicles (DMV) and Transportation (DOT), the NYS Thruway Authority, New York State Police, NYS Sheriffs' Association, NYS Association of Chiefs of Police (NYSACOP), NYS Association of Traffic Safety Boards, NYS Motor Truck Association, AAA Hudson Valley and NY Association for Pupil Transportation.

At the start of Daylight Saving Time in March, a similar press release on Drowsy Driving Prevention was issued, reminding drivers that the lack of sleep produces impairment and citing an Australian study which showed that being awake for 24 hours produces an impairment equal to a blood alcohol concentration (BAC) of .10.

The NYPDD continued to distribute "Stay Awake! Stay Alive!" brochures and posters throughout the state. Agencies in the partnership also developed their own social media campaigns focusing on drowsy driving throughout the year. These campaigns emphasized the importance of sleep, taking nap breaks when driving long distances, and recognizing what strategies do not work to help drivers stay awake.

NYS Department of Health (NYSDOH)

The NYS Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention (BOHIP) provides technical support to state and local partners in reducing traffic-related injuries and fatalities through its participation in several statewide initiatives related to different traffic safety issues. The key initiatives NYSDOH participated in and contributed to in FFY 2018 are listed below. More detail on each of these initiatives can be found in the relevant program area.

Pedestrian Safety
- ***Walk-Bike NY Symposium, March 28-29, 2018:*** Working with the event coordinator and other sponsoring agencies, NYSDOH staff assisted with site logistics and registration, agenda development and arrangements for speakers.

- ***Pedestrian Safety Action Plan (PSAP):*** NYSDOH plays the lead role in the development, implementation and evaluation of the public information and education strategies in the PSAP five-year action plan. In FFY 2018, NYSDOH continued to promote the use and distribution of "See! Be Seen!" educational materials developed to support pedestrian safety education and enforcement efforts. (For further details on the role of NYSDOH in the PSAP, see the description of the PSAP under the Nonmotorist Safety program area).

- ***Pedestrian Safety for Law Enforcement Training:*** NYSDOH participated in the presentation of two GTSC-sponsored Pedestrian Safety for Law Enforcement Trainings in Valhalla and Goshen, NY, on May 21-22, 2018.

Occupant Protection
- ***Child Passenger Safety Week:*** NYSDOH program staff worked with GTSC and the NYS CPS Advisory Board to coordinate and promote NHTSA's "Know for Sure Your Child is in the Right Car Seat" campaign during national Child Passenger Safety Week, September 23-29, 2018.

- ***GDL Guides for Parents:*** In FFY 2018, 34,080 copies of the Graduated Driver License Guide for Parents were distributed; these publications were developed in collaboration with GTSC and local law enforcement.

Bicycle and Wheel-Sport Safety

- *2018 Capital Coexist Traffic Safety Ambassador Program:* NYSDOT staff participated on the application review committee for the 2018 Capital Coexist Traffic Safety Ambassador Program, at the request of the Capital District Transportation Committee (CDTC). The goal of the program is to encourage Capital Region groups to be involved in bicycle and pedestrian safety education within their communities.

- *Bike to School Day:* NYSDOH staff assisted with the coordination of an event at the Albany School for Humanities in recognition of annual Bike to School Day on May 9, 2018. More than 550 students participated in the event.

- **Bicycle Rodeos:** NYSDOH staff provided technical assistance at three Bicycle Rodeos held in the Watervliet Civic Center, Green Island's Payne Park and Ridgefield Park. Over 100 children received proper helmet fitting, along with helmet and bicycle safety education.

- Over 2,100 *"Be a Roll Model on Wheels"* publications were distributed to bicycle and wheel-sport safety partners in FFY 2018.

Older Drivers

- NYSDOH staff attended a Senior Health & Wellness event which was celebrated in conjunction with National Active Aging Week at the Beltrone Living Center in Colonie, NY. Approximately 200 seniors attended. Materials were distributed to attendees on topics including older driver safety, child passenger safety, and drowsy driving prevention.

- NYSDOH staff participated in five CarFit events during FFY 2018.

Social Media

- A social media campaign to increase awareness about backseat safety belt use, helmet use, sharing the road and motorcycle safety was conducted June 11 - July 15, 2018. The campaign which included targeted adults ages 18-34 outside of NYC included traffic ads on Instagram; in addition, Facebook delivered more than 840,000 impressions and drove nearly 5,500 clicks to the website.

Statewide Communications and Outreach

Survivor Advocate Program

FFY 2018, marked year seven of the National Safety Council's Survivor Advocate grant to raise awareness about the dangers of distracted driving, impaired driving and unsafe driving behaviors.

Underwritten by GTSC, this funding supports a Speakers Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally-recognized advocate to end distracted driving, Marianne Angelillo, an accomplished author whose son was killed in a distracted driving crash and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau.

In FFY 2018, over 31,000 students, teens and motorists heard their personal stories about the impact a traffic crash can have on a family. This core group of speakers provided 120 presentations to schools, victim impact panels and other traffic safety professionals.

Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

GTSC once again participated in the NYS Truck Safety & Education Symposium and Safety Exhibition held in Saratoga Springs on April 3-4, 2018. The theme of this year's symposium was "Recalculating Safety." This educational opportunity provided information to industry professionals on anticipated changes in rules and regulations that will have an impact on their trucking operations. Sessions were presented on topics such as Safety & Risk Management, Pre-trip/Post-trip/Level I inspection, Electronic Logging Device (ELD) updates, and accident investigations. Other timely sessions included State and Federal agency updates as well as policies above and beyond motor carrier regulations. Two notable highlights were the safety exhibition and agency resource fair. The symposium ended with an informal and educational law enforcement round table.

New York State Annual Highway Safety Symposium Coordination

At the request of GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations. A member of the ITSMR staff serves as the Event Coordinator. With direction and oversight from the symposium planning committee, the Coordinator is responsible for the following tasks:

- Identifying facilities in different regions of the state suitable for hosting the symposium, negotiating contracts with the selected facilities and facilitating the execution of the contracts by the University at Albany's fiscal officer

- Developing a symposium budget and managing the symposium account, including the receipt of registration fees and the payment of symposium expenses

- Managing the symposium registration process; preparing the call for papers, save the date cards, the symposium program and all other written materials; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

During this fiscal year, the symposium was held October 15-18, 2017, in Niagara Falls. The planning and majority of preparations for the next symposium scheduled for October 16-19, 2018, in Lake Placid were completed. For both events, ITSMR continued the use of an online registration and payment service that results in increased convenience for the traffic safety partners and greater efficiency for administering the registration and invoicing operations.

Younger Driver Outreach and Education

Driver Education Research and Innovation Center (DERIC)

The Driver Education Research and Innovation Center (DERIC) is a collaboration among the NYSDOH, GTSC, the NYS Education Department (NYSED) and the NYS DMV. DERIC was developed to identify, develop and recommend driver education curricula that are relevant, engaging and developmentally appropriate.

In FFY 2018, DOH staff worked with the Capital Area School Development Association (CASDA) to further develop the DERIC project based on final suggestions shared at the DERIC meeting at the NYS Education Department. CASDA faculty member Mr. David Arnone and a team of driver education instructors identified and outlined topics and content for 16 driver education sessions, designed to deliver materials and meet objectives of existing DERIC curriculum, and to serve as the framework for a DERIC instructional guide.

Staff leveraged CDC resources to further support development of the DERIC instructional guide including lesson plans, PowerPoint slides, and associated learning activities/assessments, as well as the pilot testing of DERIC curriculum and associated materials. Pilot testing was completed at 10 sites, with a total of 394 students participating. There was a 99% passing rate for student participants overall. While this is an excellent success rate, there are some limitations to consider. While instructors generally followed the order of session topics and the session plans, individual instructors selected the activities and assessments that they implemented based on their program format and learning needs of their student population, impacting the ability to generalize results.

Staff updated the DERIC page on the DOH website to reflect the status of the project in addition to coordinating the review of previously developed modules to correct any broken links or typos. Staff have also added all curriculum materials including the newly developed instructional guide to the NYSDOH developmental website to facilitate obtaining agency approvals.

Younger Driver Tool Kit

GTSC's Younger Driver Tool Kit, located on the www.safeny.ny.gov website, continues to be a popular resource for teen safe driving advocates.   Each week the tool kit receives approximately 200-250 hits and inquiries from educators and other stakeholders regarding traffic safety materials, presenters or programs. Content for the webpage is continually updated to cover current trends and expand outreach.

Older Driver Outreach and Education

While the data continue to show that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, 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.

In FFY 2018, GTSC and its partners participated in multiple CarFit events, serving hundreds of mature drivers in Albany, Allegany, Broome, Cattaraugus, Livingston, Schenectady and Steuben counties. CarFit, created by the American Society of Aging and developed in collaboration with the American Automobile Association (AAA), the American Association of Retired Persons (AARP) and the American Occupational Therapy Association (AOTA), educates mature drivers on finding their safest fit in their personal vehicles.

In FFY 2018, GTSC continued to develop its Older Driver Safety Plan, "Promoting Safety & Independence for Senior Drivers Well into the 21st Century." To gauge where outreach programs will be most effective, data was gathered to determine which counties/communities have the highest population of drivers age 65 and older, where the highest crash rates for older drivers occur, and where the highest numbers of injuries and fatalities occur for older drivers involved in crashes. GTSC also continued to promote the website www.ny.gov/olderdriversafety which provides safety information resources for older drivers.

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 ongoing initiatives that focus on minority communities and other underserved populations. During FFY 2018, GTSC and its partners conducted traffic safety outreach to multiple tribal nations and conducted activities for the Seneca Nation of Indians (SNI) with Child Passenger Safety (CPS), distracted driving, pedestrian safety, older driver and occupant protection education as well as other related traffic safety activities. GTSC will continue outreach to develop traffic safety initiatives in additional territories.

The Allegany County Amish Safety Advisory Board was established in December 2016 to identify safety issues for the Amish on the roadways, develop communication strategies and materials for education and outreach to the rural Amish, and discuss laws pertaining to slow moving vehicles. A public information campaign on sharing the roadway safely with slow moving vehicles was conducted using:

- Ardent Solutions, Inc., website
- Press releases
- Public service announcements
- Display materials at local farm markets and county fairs
- Materials distributed to local businesses and Amish businesses
- Presentations to local communities

GTSC is planning to hold a NYS Slow Moving Vehicle Symposium in 2019 to discuss the ongoing outreach that has occurred since the 2016 symposium in communities throughout New York State.

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. New York was awarded $2.2 million in 405c traffic records funding for FFY 2018. The projects supported in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2018 were undertaken by agencies at the state and local levels, including GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

The strategies implemented in this program area and the progress made during FFY 2018 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2018

❖ 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, 2017) 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 AA (Administrative Adjudication) system to the date the citation is entered into the AA database from the baseline of 22.57 days (April 1, 2016-March 31, 2017) to 20.76 days (April 1, 2017-March 31, 2018).

Status of Performance Measures

Based on the guidelines issued by NHTSA in FFY 2014 with regard to the comparative duration periods (baseline and performance periods), the table below presents the status of the performance measure targets set for FFY 2018.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS		
Performance Attributes & Measures	**Baseline Period** April 1, 2016-March 31, 2017	**Performance Period** April 1, 2017-March 31, 2018
Accident Information System (AIS)		
Timeliness - Crashes		
Mean # of days from crash date to date crash report is entered into AIS	13.92 days	8.64 days
Completeness		
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	96.39%	89.77%
TSLED System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into TSLED database	15.96 days	14.53 days
Timeliness – Citations		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	25.34 days	24.81 days
Administrative Adjudication System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into AA database	22.57 days	12.93 days

The table above shows that the target set for the AIS timeliness measure has 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 14 days in the baseline period (April 1, 2016-March 31, 2017) to less than 9 days in the performance period (April 1, 2017-March 31, 2018). This substantial progress can be attributed to a number of factors. The primary factor is a joint effort of the NYPD and the DMV that was implemented 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. This process has greatly reduced the amount of time it has typically taken for the DMV to receive crash reports from the NYPD.

The goal established with regard to completeness related to the AIS was not met. The percentage of crash records with no missing data in the critical data element of Roadway Type dropped from 96% in the baseline period to less than 90% in the performance period. This decline primarily reflects changes made in the location coding process. Up until fall 2017, reportable crashes that came in to DMV that could not be located through ALIS went through a manual location coding process, which was very successful in determining crash location. In fall 2017, this manual part of the process was turned off due

to the increased volume of reportable crash reports coming in. This increased volume was the result of 1) a new business rule that no longer allowed the option of "Unknown" for the property damage amount, making many more crashes reportable and 2) an increased volume of crash reports coming in from New York City. To process the increased volume of reportable crashes in a more timely manner, the manual part of the location coding process was turned off and all reportables were passed through the automated process. However, the automated process, in turn, could not locate many of the crashes that would have been located if a manual process had been in place, resulting in a decrease in the percentage of crash records with no missing data in the critical data element of Roadway Type.

The table above shows that progress continues to be made in the timeliness of the TSLED citation data, dropping from 15.96 days during the baseline period to 14.53 days during the performance period, exceeding the goal set in the FFY 2018 strategic plan. This progress can be attributed primarily to the multi-year project *TraCS Electronic Crash and Ticketing System* which has increased the number of citations transmitted electronically by continuing to expand the electronic capture and transmittal of crash, citation and disposition data at all jurisdictional levels. Currently, approximately 90% of the citations issued under TSLED are captured and transmitted to the DMV electronically via TraCS.

Although progress was made relative to TSLED disposition timeliness measure, the established goal of 24.07 days was not met, with the mean number of days between when the citation is adjudicated until it is entered into TSLED dropping from 25.34 days in the baseline period to 24.81 days in the performance period. The progress that was attained with regard to this adjudication performance measure can be attributed to the more than 1,250 of the state's 1,400 city, town and village courts that are submitting disposition data to the DMV electronically. The electronic submission of dispositions to the DMV has been supported over the past several years through projects funded by Sections 402, 408 and 405c (e.g., the multi-year TraCS Electronic Crash and Ticketing System project), as well as through projects supported by the DMV and the Office of Court Administration.

The table above also shows that progress has been made with respect to the timeliness of the AA citation data, dropping from 22.57 days during the baseline period to 12.93 days during the performance period, far exceeding the goal set in the FFY 2018 strategic plan. The progress attained with regard to this performance measure can be attributed primarily to projects supported by the DMV.

In FFY 2018, the Traffic Records Coordinating Council (TRCC) continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

New York's *Traffic Safety Information Systems Strategic Plan: FFY 2019* is evidence of the continuing importance placed on improving the state's traffic records systems. Developed by the GTSC with the assistance of ITSMR and the state's TRCC, the plan provides an opportunity for New York to continue to make further improvements in its traffic records systems which support the decision-making process for highway safety managers in New York State. During the past year, the FFY 2019 plan was developed and became an integral part of New York's FFY 2019 application for traffic records funding under Section 405c of the FAST Act. New York has been awarded $2.2 million for FFY 2019.

In FFY 2018, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and AA ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. ITSMR also assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and AA) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is also responsible for the maintenance of the state's Traffic Safety Statistical Repository (TSSR) which is accessible through ITSMR's website (www.itsmr.org/TSSR) and allows users to generate a number of statistical summary reports. As of December 1, 2018, the TSSR provides access to the state's finalized crash and ticket data for the years 2009-2017 and the preliminary data for 2018. ITSMR continues to generate custom reports on crashes and tickets upon request.

ITSMR assists with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems. This involves working with the Department of Health to facilitate its annual creation of a CODES (Crash Outcome Data Evaluation System) database and with the Department of Transportation to obtain more timely information on qualifying fatal and personal injury crashes involving large trucks and buses.

ITSMR continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2018, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

Statewide Coordination of Traffic Records Systems Improvements

New York's Traffic Records Coordinating Council (TRCC) plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. The GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2018, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2019.* The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems. Key improvements in the traffic records systems that occurred in FFY 2018 are summarized below.

Initiatives to Improve the Crash and Citation/Adjudication Systems

During FFY 2018, FAST Act funds (Sections 405c and 402) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers and magnetic strip readers. As of October 31, 2018, 496 police agencies are collecting and submitting crash and/or ticket data electronically to the DMV, up from 490 in September 2017. Approximately 90% of the TSLED citations and 78% of the reportable crashes submitted by the police are currently being sent to the DMV electronically. In addition, more than 1,250 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to the DMV.

In FFY 2018, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT continued its efforts to upgrade the hardware and software associated with ALIS and the SIMS (Safety Information Management System) database to improve the accuracy and accessibility of crash location information on both linear road segments and intersections. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

To facilitate the development of the electronic transfer process with NYPD and the necessary changes to AIS to accept and process the data, work also continued on the *NYPD Electronic Accident Report Submission* project in FFY 2018. The primary objectives of this project include coding changes, workflow changes and batch job changes.

Two FFY 2017 projects undertaken to improve the state's crash and ticket records systems continued in FFY 2018. The *ALIS Upgrade and Integration* project is designed to upgrade the ArcGIS server software, allowing users to access the ALIS application with modern, safe web browsers while improving the data and workflows within the system. The *Expansion of the Traffic Safety Statistical Repository (TSSR) project* is designed to provide better access to more comprehensive New York State crash and ticket data through the internet.

Improvement of Injury Surveillance Files

During FFY 2018, the Department of Health (DOH) sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. The DOH is continuing to receive approximately 250,000 electronic submissions per month, or a total of about 3 million per year. This compares to an average of approximately 2.5 million PCR submissions annually before the new system, known as the NY State Bridge, was established. In addition, the DOH is still receiving several thousand records annually mostly from small rural services who are still using paper PCRs. The implementation of the NY State Bridge has enabled New York to capture all 82 required NEMSIS (National Emergency Medical Services Information System) compliant data elements and transmit those data to the national data set. In addition to the required elements, the new database captures 126 other data elements.

In FFY 2018, the NYS Department of Health initiated a new project titled *Incorporating EMS Data into CODES.* The project is designed to link PCR data with AIS data, emergency department (ED) discharge data, hospitalization discharge data and trauma registry data, providing more information on the true

impact of motor vehicle-related injuries in NYS. Currently, 2015 is the most recent year for which New York has linked some of these files.

Improvement of Driver License Data System

The NYS Department of Motor Vehicles (DMV) automated Driver License File contains approximately 29 million records, approximately 14.5 million of which are active. The file 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. New York is recognized as having one of the best license issuance processes in the United States, due in large part to its use of facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. Upon request, ITSMR continues to assist the DMV's Division of Field Investigation (DFI) in identifying the traffic safety concerns related to multiple licenses.

The DMV's relational address database associated with driver license records continues to improve driver license data integrity through the use of appropriate edits, cross referencing and address validation. It supports the DMV's ability to standardize address information, reducing duplicate license records and facilitating real-time availability for relational access to client information with extended search and reporting capabilities. It also improves the notification process when licenses are suspended or revoked. Almost all of the state's 1,400 courts have the capability to pull down information on drivers from the Driver License file for sentencing purposes through the Judicial Online Information System (JOIN).

Improvement of Vehicle Data Systems

The NYS Department of Motor Vehicles is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 30 million records, of which approximately 12 million are active. New York continues to realize the benefits from a Section 408-funded project conducted by the DMV during the two-year period, FFY 2012-2013, to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It improves the accuracy of the records in these various files through the reduction of duplicative data.

Section 408 funding was provided to NYSDOT in FFY 2012 and FFY 2013 to conduct its *Carrier Certification* Project. Designed to improve the accuracy of the data on for-hire intrastate carriers that transport property, household goods and passengers on New York's roadways, the project was completed during FFY 2017. The project has greatly improved the state's Carrier Certification Management System (CarCert) which is now a module within NYSDOT's Highway Oversize/Overweight Credentialing System (HOOCS).

Improvement of Roadway Data Systems

During FFY 2018, NYSDOT continued efforts to enhance its Roadway Inventory System (RIS). The RIS consolidates multiple flat files containing data on highway features and characteristics, provides more functionality and makes data entry and data analysis easier to perform. Funded under Section 405c, the current process to access highway characteristics and traffic volume data is being modernized by moving

functionality from SIMS into the ALIS application in order to take advantage of the more accurate and complete RIS data which includes much of the local system.

During FFY 2018, NYSDOT also continued its efforts to expand the collection of traffic volume data on the local highway system, enabling NYSDOT to enhance and refine its safety programs in a more equitable manner for all highways within the state.   Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, and develop linkage protocols for selected data systems, including SIMS, RIS, Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System (PIES). Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

Electronic Capture and Transmittal of Crash and Ticket Data

In FFY 2018, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to go up, increasing from 490 in September 2017 to 496 in October 2018. This increase in the number of police agencies collecting and/or transmitting crash and ticket data to the DMV is the result of the project titled *TraCS Electronic Crash and Ticketing System*, which has been funded in recent years under Section 405c. In addition, the DMV and GTSC continued to collaborate with the NYPD with regard to capturing and submitting their crash reports to DMV electronically.

Development and Use of Data Integration and Data Linkages

During FFY 2018, two new projects were implemented that seek to integrate data from various systems. Conducted by the NYS Unified Court System, the project titled *UCMS Automated Drug Conviction Reporting to DMV* will expand the Universal Case Management System (UCMS) to electronically transmit drug conviction cases that have a companion license suspension to the DMV. This will eliminate the need for court staff to manually produce and submit MV 510D forms to the DMV, resulting in more timely and complete data pertaining to drug-related license suspensions being captured on the driver license record. Being conducted by the Office of Alcoholism and Substance Abuse Services (OASAS), the second new project, *IDS Integration of the UCMS IID and Treatment Data,* will electronically integrate UCMS data on impaired driving convictions into OASAS' Impaired Driver System (IDS), providing a more complete record on impaired driving events from conviction to adjudication.

New York continued its CODES initiative in FFY 2018, with ITSMR providing the 2016 crash data to be linked with the DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs. During FFY 2018, the DOH initiated a Section 405c-funded project to integrate NYS EMS data into CODES. This project will provide the traffic safety community more information on the true impact of motor vehicle-related injuries in New York State.

In FFY 2018, ITSMR continued to work on its *Expansion of the Traffic Safety Statistical Repository (TSSR)* project. Being conducted with Section 405c funding, this project has enabled ITSMR to expand and enhance the data reporting capabilities in the TSSR, a data repository that provides access to motor

vehicle crash data and traffic ticket data to the public via the internet (www.itsmr.org/TSSR). The TSSR was expanded to include rate-related crash data based on NYS demographic data such as population, vehicle miles traveled, number of licensed drivers and number of vehicle registrations.

Use of Technology to Disseminate Information

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

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2018, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and the GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and the GTSC, including studies mandated by the State Legislature

- Responses to all data requests in accordance with policies and procedures established by DMV and the GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.

- Provision of critical data services and analytical support that enable the GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program

- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s

- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria

- Preparation of New York's applications for federal Section 405 National Priority Safety Programs: Occupant Protection (405b), State Traffic Safety Information System Improvements (405c), Impaired Driving Countermeasures (405d), Motorcyclist Safety (405f) and Non-Motorized Safety (405h).

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program. In FFY 2018, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2018

- ❖ 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 promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP)
- ❖ 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
- ❖ 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
- ❖ 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

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2018 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are continuing with the "Data Integration Project" with a long range goal of creating one integrated, modern, cost-efficient, accessible repository of crash-related data for all New York State agencies and traffic safety partners to meet operating needs, improve safety and reduce fatal and serious injury crashes in New York State.

GTSC also continues to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via the e-grant system, GTSC has funded a grant to transform the current Drug Recognition Expert (DRE) evaluation log from a paper system to an electronic query ready database using tablet computers.

The GTSC website www.safeny.ny.gov was used to disseminate information on traffic safety topics and programs and grant management materials. Multi-media content includes audio and video of recent campaigns. An events calendar for the child passenger safety program, police training programs and special enforcement details, and general traffic safety activities is also maintained on the website.

GTSC continued to provide support, guidance and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository (TSSR). In addition, GTSC staff members collaborate with the STOP-DWI Association and the Association of Traffic Safety Boards to develop timely and informative traffic safety workshops at the annual symposium.

GTSC also met its goal to expand training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. The initiatives implemented in FFY 2018 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training, Pedestrian Safety training and Commercial Motor Vehicle training for police officers in FFY 2018.

The integration of evaluation into the statewide highway safety program has been an ongoing process. GTSC's partnership with the Institute for Traffic Safety Management and Research (ITSMR) ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. GTSC continues to include performance measures in the HSSP for use in assessing progress toward the goals and objectives established for the statewide program. There has also been steady improvement in the incorporation of performance measures and evaluation components into the applications submitted by local grantees. The use of performance measures by local grantees has been further encouraged by GTSC's reliance on quantifiable criteria in awarding grants.

In FFY 2018, eGrants was used for all aspects of the grants management process. A total of 601 grant applications for FFY 2018 funding were received and reviewed electronically; 564 of these applications were approved. GTSC completed the review of the FFY 2019 proposals by mid-August 2018.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2018

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2019. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in the fall of 2017. Each agency highlighted their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the Association of Traffic Safety Boards to gather important data and input from the local level.

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development and supports 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. In FFY 2018, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented GTSC staff from participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC's training activities in the past year included the following:

- Held the annual Governor's Traffic Safety Committee agency meeting
- Held the state's first Share the Road Summit for Motorcycle Safety and Awareness
- Co-sponsored the annual New York State Highway Safety Symposium
- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- Supported Leandra's Law training sessions statewide
- Supported Motorcycle, Pedestrian, Bicycle and Commercial Motor Vehicle enforcement training sessions
- Attended the New York Association for Pupil Transportation annual conference
- Attended the Rhode Island Distracted Driving and Pedestrian Safety Summit
- Participated in the Walk-Bike New York Symposium
- Supported the New York Prosecutors Training Institute's training programs related to various impaired driving issues
- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State
- Attended and assisted at various New York State Sheriff's Association Training Conference events
- Attended and assisted at the New York State Association of Chiefs of Police Summer Training Conference
- Supported the New York State Truck Safety and Educational Symposium and Safety Exhibition
- Participated in various Governors Highway Safety Association (GHSA) webinars relating to Program Management topics
- Participated in planning the GHSA's Annual Meeting

- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach and training in several counties
- Participated in NHTSA program training and DMV-sponsored training
- Participated in Excel training sessions
- Attended the Empire State Law Enforcement Traffic Seminar (ESLETS)

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, GTSC continued to encourage and support the development of local funding proposals, conduct public information and education programs and increase access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating and reporting tasks required by the federal highway safety program. In addition to the 402 program, GTSC manages and provides administrative support for STOP-DWI, as well as the Section 405 incentive grant programs.

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 123 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2018 and an additional 1,082 telephone monitoring contacts were completed. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a LEAN project that focused on the entire grant award process. The process continued to be improved in FFY 2018. By adopting the LEAN principles with their emphasis on customer value, the timeliness of grant approvals was improved significantly. The cycle time for processing a grant application was commensurate with 2017's grants which represented a reduction by 60 days compared to 50 days in FFY 2016 and by 110 days from the start of the LEAN project; all notifications regarding FFY 2019 grant applications were issued by the end of August. Currently, 99% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2018 are listed below:
- A Highway Safety Strategic Plan allocating $54,550,000 for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
  - Section 405b Occupant Protection - $1,969,184
  - Section 405c Traffic Records - $2,179,415
  - Section 405d Impaired Driving - $7,802,198
  - Section 405d Ignition Interlock - $934,070
  - Section 405f Motorcycle Programs - $242,836
  - Section 405h Nonmotorized Safety – $1,401,000

- A total of 601 applications for FFY 2018 funding were reviewed; 564 grant applications were approved.
- A total of 1,517 vouchers were processed.
- New York closed out FFY 2017 in January 2018 and expended $24,441,770.
- As of November 21, 2018, the ratio of unliquidated funds was 1.04 years for all funds.
- GTSC submitted its FFY 2018 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 116 grant projects that received awards greater than $25,000.
- New York State continues to fulfill the Governor's promise to reform the State's grant contracting process for not-for-profits. In FFY 2018, the State of New York posted available grant opportunities for not-for-profit organizations to qualify for upcoming grants in the Grants Gateway Portal. The Grants Gateway is still being constructed. GTSC will phase out the current eGrants system when the Grants Gateway is completed.
- The Grants Gateway is an online system that will allow grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Data Vault. In the future, the Grants Gateway will be expanded to accommodate the full lifecycle of a grant, including:
    - Online application development, submission and award
    - Online contract development and execution
    - Online financial claiming and program reporting
- Prequalification is a statewide process designed to facilitate prompt contracting. Vendors are asked to submit commonly requested documents and answer frequently asked questions only once. Vendors submit their responses online in the Grants Gateway and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" will be able to be used by all state agencies reviewing grants.

eGrants

In FFY 2018, GTSC continued to use eGrants for program management and fiscal processing. GTSC has been working closely with Information Technology Services and the Grants Gateway team to ensure a smooth transition to the Grants Gateway once it is completed. The intent of the new system is to allow for one common portal that grantees can enter and apply for grant opportunities. In addition, the new gateway will feed the Statewide Financial System (SFS), the state's new voucher payment system.

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2018, DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the www.safeny.ny.gov website. Printed materials were also prepared and

distributed to support the campaigns. The ongoing partnership with the Cable Telecommunications Association continued to provide GTSC with access to an additional market for the dissemination of safety messaging. Ads were run on cable channels targeting the 18-45 male demographic; social media including web "pushdowns" and "sliders" were also utilized.

Billboards

In FFY 2018, GTSC continued to use billboards to deliver public education and educational campaign messages. Static and digital billboards featuring GTSC's impaired driving, distracted driving and pedestrian safety messages were displayed throughout New York State. Five hundred poster units were broadcast utilizing digital billboards in areas of the state featuring this technology.

Television, Radio and Social Media

Through GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2018 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles

In FFY 2018, there were 83,304 announcements on 131 New York State radio stations. The spots aired from 5 am through midnight. The television spots aired from January through September, with a total of 19,656 airings on stations throughout New York State.

In FFY 2018, traffic safety messaging on the GTSC Facebook page reached 2,691,016 viewers. The most successful post of the year was a NHTSA-developed animation on the need for drivers to be cautious of slowing motorcycles. The post had a reach of 456,100 and can be found at https://www.facebook.com/ SafeNYGov/videos/1831121603630424/. Another successful post was an original video on the dangers of passing school buses, https://www.facebook.com/ SafeNYGov/videos/1742013129207939/.

In FFY 2018, GTSC contracted with the Cable Telecommunications Association of NY (CTANY) for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS Highway Safety Strategic Plan. Data from the TSSR was used to help guide advertising placement decisions and market budget disbursements. Multi-media cable telecommunications advertisements targeted adults ages 18-55, and in particular younger males, with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety messaging. The annual campaign was conducted in three phases and provided GTSC with a nearly constant presence on New York cable systems. Heavier advertising was scheduled to coincide with major events on the NHTSA/NYS Highway Traffic Safety Events Calendar.

The 2018 campaign delivered millions of online impressions, over 69,900 TV spots, video pre-roll ads, and mobile advertising. Custom GTSC on-air sponsorship TV billboards also aired seasonally on local

cable stations during news, traffic and weather reports. Additional GTSC spots ran free "autofill" slots during unsold airtime to extend the outreach effort. Rates and special packages (e.g., March Madness, Yankees baseball) were negotiated directly with vendors to maximize GTSC contract dollars. In addition, GTSC received a number of free TV spots as a bonus plus a 15% discount on ad agency rates.

GTSC Website

GTSC continued to use its www.safeny.ny.gov website to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual Highway Safety Strategic Plan and the Annual Report. During FFY 2018, the GTSC website hosted 804,269 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2018, GTSC also continued to enhance the Younger Driver Tool Kit which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate though the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. For 2018, the topics included Drugged Driving is Impaired Driving, Bicycles-Sharing the Road Safely, Buckle Up Day & Night, Child Passenger Safety Week, Don't Text & Drive, Drive Sober – National, Drowsy Driving, Stay Awake! Stay Alive!, Operation Safe Stop, Buckle Up New York, School Bus Safety, See & Be Seen, Back to School, Red Lights, Watch for Kids, No Empty Chair, You Text, You Pay – Distracted, and Watch for Motorcycles.

In 2018, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Symposia, Surveys and Studies

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety

topics and typically draws an audience of 300-350 attendees. The FFY 2018 symposium was held October 2017 in Niagara Falls; planning for the FFY 2019 symposium in Lake Placid began early in FFY 2018.

Driver Behavior and Attitudinal Survey

The annual driver behavior and attitudinal survey required by NHTSA was conducted by ITSMR in spring 2018. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving, and cell phone use and texting. Because of the increased concern about drug-impaired driving, a new question was added starting with the 2017 survey to gauge the extent to which drivers engage in this behavior. ITSMR staff compiled and conducted analyses of the data including trend analyses and analyses of responses by gender and age. The results are presented in this Annual Report under the relevant subject areas.

Automated Traffic Enforcement Survey

During FFY 2018, ITSMR assisted GTSC in complying with the FAST Act mandate for each state to conduct a biennial survey of automated traffic enforcement systems. A questionnaire developed by Maryland's Highway Safety Office was adapted into two for New York: one for red light camera systems and one for speed camera systems. The survey collected adequate information to measure the transparency, accountability and safety attributes of each system and compared each with critical elements of the federal operational guidelines. Because jurisdictions in New York must receive legal authorization to implement an automated traffic enforcement system, the jurisdictions that make up the survey population were easy to identify. The survey was conducted from November 2017 to January 2018, results were compiled, and ITSMR prepared a report on the findings for submission by the March 1, 2018, deadline.

Textalyzer Listening Sessions

In response to the growing concern about the role of texting and cell phone use in motor vehicle crashes, new textalyzer technology was developed that would allow police officers to screen the mobile devices of drivers involved in a crash to determine if a cell phone or other mobile device was used in the moments leading up to a crash. In July 2017, Governor Andrew Cuomo requested GTSC to study the new textalyzer technology and any issues associated with its implementation and use. Three listening sessions were held around the state to gather input on the technology and its potential use by law enforcement.

At GTSC's request, ITSMR staff attended all three listening sessions. Based on the written and oral statements of the speakers and testimony submitted online to GTSC, ITSMR identified a number of key issues: the technology itself, law enforcement's use of the technology, driver privacy, constitutional/4th amendment issues and legal issues such as implied consent. ITSMR prepared a report summarizing the comments, both positive and negative, related to each of these key issues addressed during the three listening sessions. This report was submitted to GTSC in December 2017 for review and eventual submission to the Governor's office.

Appendix A

New York State
FFY 2018 Approved Projects
Implemented

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
Impaired Driving							
AL	M6OT	HS1-2018-Albany Cty DA-00176-(001)	Albany County District Attorney	Highway Safety Grant 2018 for Albany County DA	$ 131,650	$ 131,650	$90,086.41
AL	M6OT	HS1-2018-Cicero Town PD -00118-(034)	Cicero Town Police Department	Town of Cicero Impaired/Distracted Education Program	$ 5,000	$ 5,000	$3,032.63
AL	M6OT	HS1-2018-Erie Co Tox Lab-00217-(015)	Erie County Medical Examiners Office Forensic Toxicology Laboratory	Forensic Toxicology Laboratory Improvement Program	$ 28,300	$ 28,300	$28,095.42
AL	M6OT	HS1-2018-Mercy Flight -00085-(015)	Mercy Flight Inc	Air Ambulance involvement in DWI/Prom Drills	$ 9,800	$ 8,800	$7,600.00
AL	M6OT	HS1-2018-Monroe Co Tox Lab-00042-(028)	Monroe County Medical Examiners Forensic Toxicology Laboratory	Comprehensive Toxicology Testing in DUI and DUID	$ 137,030	$ 103,750	$103,750.00
AL	M6OT	HS1-2018-Nassau Co Lab-00169-(030)	Nassau County Medical Examiner's Office	2018 Nassau County-NYS HTS-DWI Grant	$ 45,000	$ 45,000	$44,107.43
AL	M6OT	HS1-2018-NYS Police -00086-(099)	New York State Police	Professional Development for Forensic Toxicologists	$ 35,000	$ 35,000	$26,357.21
AL	M6OT	HS1-2018-NYS Police -00087-(099)	New York State Police	Toxicology Information Technology Improvements	$ 150,000	$ 150,000	$128,882.35
AL	M6OT	HS1-2018-NYS Police -00088-(099)	New York State Police	Impaired Driving Toxicology Staffing Initiative	$ 441,972	$ 441,972	$284,877.47
AL	M6OT	HS1-2018-NYS Police -00199-(099)	New York State Police	Combatting Impaired Driving and Underage Drinking	$ 2,335,767	$ 2,335,767	$1,795,002.79
AL	M6OT	HS1-2018-NYPTI-00017-(088)	NY Prosecutors Training Institute	Prosecutor Training - NY Prosecutors Training Institute	$ 269,628	$ 254,870	$189,832.12
AL	M6OT	HS1-2018-NYS DMV-00097-(099)	NYS Department of Motor Vehicles	Operation Prevent - Stop Bad ID	$ 148,351	$ 148,351	$144,917.78
AL	M6OT	HS1-2018-NYS DCJ-00102-(099)	NYS Division of Criminal Justice Services	Impaired Driver Enforcement - Training and Technology	$ 757,915	$ 742,465	$690,711.23

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL	M6OT	HS1-2018-NYS DCJ-00115-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	$ 1,204,599	$ 270,529	$255,257.85
AL	M7II	HS1-2018-NYS DCJ-00115-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	$ 1,204,599	$ 934,070	$934,070.44
AL	M6OT	HS1-2018-NYS DCJ-00171-(099)	NYS Division of Criminal Justice Services	Strategies to Adress High Risk/Impaired Driving Behaviors	$ 158,865	$ 158,865	$135,497.63
AL	M6OT	HS1-2018-NYS STOP-DWI Found.-00173-(088)	NYS STOP-DWI Foundation	Crackdown Enforcement & DRE Callout	$ 848,500	$ 785,000	$750,507.22
AL	M6OT	HS1-2018-NYS STOP-DWI Found.-00174-(088)	NYS STOP-DWI Foundation	Enhancing the Impaired Driving Enforcement Training Programs	$ 487,000	$ 487,000	$453,843.60
AL	M6OT	HS1-2018-NYS STOP-DWI Found.-00175-(088)	NYS STOP-DWI Foundation	Training and Outreach	$ 400,000	$ 400,000	$361,268.55
AL	M6OT	HS1-2018-NYS UCS-00187-(099)	NYS Unified Court System	Judicial Traffic Safety Education Project	$ 397,322	$ 315,388	$236,525.55
AL	M6OT	HS1-2018-Onondaga Co Lab-00044-(034)	Onondaga County Health Department Medical Examiner's Office	Forensic Toxicology Driving Under the Influence Testing	$ 28,150	$ 25,500	$25,447.17
AL	M6OT	HS1-2018-ITSMR-00170-(088)	Research Foundation of SUNY	Impaired Driving Research	$ 592,021	$ 592,021	$510,445.63
AL	M6OT	HS1-2018-Suffolk County Tox Lab-00007-(052)	Suffolk County Medical Examiners Office-Toxicology	Suffolk County Medical Examiner's Office-Toxicology DWI/DUID	$ 62,800	$ 59,000	$58,149.05
AL	M6OT	HS1-2018-Westchester Co Lab-00019-(060)	Westchester County Department of Laboratories and Research	HS1-2018-Westchester Co Lab - 00019 - (060)	$ 80,000	$ 61,000	$60,289.41
				Impaired Driving Total	**$ 10,102,366**	**$ 8,519,298**	**$ 7,318,555**

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
				Police Traffic Services			
LE	402PT	PTS-2018-Albany City PD -00092-(001)	Albany City Police Department	Police Traffic Services	$ 45,949	$ 35,960	$17,387.76
LE	402PT	PTS-2018-Albany TSB-00172-(001)	Albany County Traffic Safety Board	Police Traffic Services	$ 24,875	$ 18,150	$13,768.77
LE	402PT	PTS-2018-Albion Village PD -00261-(037)	Albion Village Police Department	Police Traffic Services	$ 6,424	$ 5,984	$5,880.25
LE	402PT	PTS-2018-Altamont Village PD -00179-(001)	Altamont Village Police Department	Police Traffic Services	$ 2,470	$ 1,615	$1,614.43
LE	402PT	PTS-2018-Amityville Village PD -00182-(052)	Amityville Village Police Department	Police Traffic Services	$ 8,560	$ 8,560	$8,474.89
LE	402PT	PTS-2018-Amsterdam City PD -00208-(029)	Amsterdam City Police Department	Police Traffic Services	$ 14,625	$ 6,500	$6,217.18
LE	402PT	PTS-2018-Arcade Village PD -00258-(061)	Arcade Village Police Department	Police Traffic Services	$ 12,480	$ 3,360	$3,199.05
LE	402PT	PTS-2018-Auburn City PD -00199-(006)	Auburn City Police Department	Police Traffic Services	$ 28,600	$ 21,996	$21,076.78
LE	402PT	PTS-2018-Avon Village PD -00223-(026)	Avon Village Police Department	Police Traffic Services	$ 7,850	$ 3,730	$3,250.98
LE	402PT	PTS-2018-Baldwinsville Village PD -00174-(034)	Baldwinsville Village Police Department	Police Traffic Services	$ 4,240	$ 3,604	$2,958.95
LE	402PT	PTS-2018-Batavia City PD -00295-(019)	Batavia City Police Department	Police Traffic Services	$ 38,070	$ 11,374	$9,023.33
LE	402PT	PTS-2018-Beacon City PD -00226-(014)	Beacon City Police Department	Police Traffic Services	$ 17,600	$ 11,000	$10,991.87
LE	402PT	PTS-2018-Bedford Town PD -00129-(060)	Bedford Town Police Department	Police Traffic Services	$ 6,320	$ 5,925	$5,657.60
LE	402PT	PTS-2018-Bethlehem Town PD -00037-(001)	Bethlehem Town Police Department	Police Traffic Services	$ 33,200	$ 17,560	$17,534.83
LE	402PT	PTS-2018-Binghamton City PD -00160-(004)	Binghamton City Police Department	Police Traffic Services	$ 7,500	$ 6,750	$6,014.58

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Blasdell Village PD -00087-(015)	Blasdell Village Police Department	Police Traffic Services	$ 7,800	$ 3,400	$3,400.00
LE	402PT	PTS-2018-Blooming Grove Town PD -00024-(036)	Blooming Grove Town Police Department	Police Traffic Services	$ 7,200	$ 3,000	$2,073.67
LE	402PT	PTS-2018-Boonville Village PD -00134-(033)	Boonville Village Police Department	Police Traffic Services	$ 3,800	$ 1,100	$1,094.92
LE	402PT	PTS-2018-Brant Town PD -00266-(015)	Brant Town Police Department	Police Traffic Services	$ 11,267	$ 4,180	$4,180.00
LE	402PT	PTS-2018-Brewster Village PD -00088-(040)	Brewster Village Police Department	Police Traffic Services	$ 4,576	$ 2,912	$2,911.96
LE	402PT	PTS-2018-Brockport Village PD -00011-(028)	Brockport Village Police Department	Police Traffic Services	$ 7,500	$ 5,350	$4,052.40
LE	402PT	PTS-2018-Broome Co SO -00195-(004)	Broome County Sheriff's Office	Police Traffic Services	$ 24,800	$ 16,000	$15,777.46
LE	402PT	PTS-2018-Caledonia Village PD -00045-(026)	Caledonia Village Police Department	Police Traffic Services	$ 4,180	$ 1,216	$902.35
LE	402PT	PTS-2018-Camillus Town & Village P-00138-(034)	Camillus Town & Village Police Department	Police Traffic Services	$ 12,820	$ 11,775	$11,438.91
LE	402PT	PTS-2018-Canandaigua City PD -00111-(035)	Canandaigua City Police Department	Police Traffic Services	$ 9,500	$ 5,500	$4,834.78
LE	402PT	PTS-2018-Canisteo Village PD -00132-(051)	Canisteo Village Police Department	Police Traffic Services	$ 4,224	$ 2,072	$1,959.53
LE	402PT	PTS-2018-Catskill Village PD -00335-(020)	Catskill Village Police Department	Police Traffic Services	$ 16,800	$ 5,658	$4,941.36
LE	402PT	PTS-2018-Cattaraugus Co SO -00331-(005)	Cattaraugus County Sheriff's Office	Police Traffic Services	$ 12,000	$ 8,800	$8,069.15
LE	402PT	PTS-2018-Cayuga Co SO -00180-(006)	Cayuga County Sheriff's Office	Police Traffic Services	$ 25,150	$ 8,950	$7,139.10

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Cheektowaga Town PD -00155-(015)	Cheektowaga Town Police Department	Police Traffic Services	$ 19,140	$ 16,500	$16,463.59
LE	402PT	PTS-2018-Chemung Co SO -00025-(008)	Chemung County Sheriff's Office	Police Traffic Services	$ 11,000	$ 10,450	$4,282.46
LE	402PT	PTS-2018-Chenango Co SO -00287-(009)	Chenango County Sheriff's Office	Police Traffic Services	$ 7,280	$ 7,280	$2,032.97
LE	402PT	PTS-2018-Chester Town PD -00038-(036)	Chester Town Police Department	Police Traffic Services	$ 9,150	$ 6,100	$6,038.50
LE	402PT	PTS-2018-Cicero Town PD -00189-(034)	Cicero Town Police Department	Police Traffic Services	$ 14,750	$ 8,030	$7,157.54
LE	402PT	PTS-2018-Clarkstown Town PD -00023-(044)	Clarkstown Town Police Department	Police Traffic Services	$ 30,000	$ 16,000	$15,399.02
LE	402PT	PTS-2018-Clinton Co SO -00016-(010)	Clinton County Sheriff's Office	Police Traffic Services	$ 13,920	$ 10,520	$9,722.38
LE	402PT	PTS-2018-Cohoes City PD -00171-(001)	Cohoes City Police Department	Police Traffic Services	$ 48,850	$ 11,960	$11,946.85
LE	402PT	PTS-2018-Colonie Town PD -00112-(001)	Colonie Town Police Department	Police Traffic Services	$ 35,050	$ 35,050	$34,639.86
LE	402PT	PTS-2018-Columbia Co SO -00163-(011)	Columbia County Sheriff's Office	Police Traffic Services	$ 30,576	$ 27,195	$27,139.52
LE	402PT	PTS-2018-Cornell Univ -00144-(055)	Cornell University - Police	Police Traffic Services	$ 9,300	$ 9,300	$9,262.43
LE	402PT	PTS-2018-Corning City PD -00123-(051)	Corning City Police Department	Police Traffic Services	$ 14,190	$ 14,190	$14,190.00
LE	402PT	PTS-2018-Cornwall on Hudson V. PD -00140-(036)	Cornwall on Hudson Village Police Department	Police Traffic Services	$ 7,140	$ 2,430	$2,425.50
LE	402PT	PTS-2018-Cortland City PD-00338-(012)	Cortland City Police Department	Police Traffic Services	$ 6,210	$ 5,400	$5,289.08
LE	402PT	PTS-2018-Cortland Co SO -00253-(012)	Cortland County Sheriff's Office	Police Traffic Services	$ 15,930	$ 7,110	$6,844.65

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Crawford Town PD-00323-(036)	Crawford Town Police Department	Police Traffic Services	$ 7,830	$ 5,400	$4,809.96
LE	402PT	PTS-2018-Delaware Co SO -00104-(013)	Delaware County Sheriff's Office	Police Traffic Services	$ 19,278	$ 13,328	$13,317.28
LE	402PT	PTS-2018-Depew Village PD -00032-(015)	Depew Village Police Department	Police Traffic Services	$ 7,400	$ 6,750	$6,750.00
LE	402PT	PTS-2018-DeWitt Town PD -00090-(034)	DeWitt Town Police Department	Police Traffic Services	$ 13,200	$ 9,000	$8,605.58
LE	402PT	PTS-2018-Dutchess Co SO -00173-(014)	Dutchess County Sheriff's Office	Police Traffic Services	$ 24,145	$ 15,925	$14,548.36
LE	402PT	PTS-2018-East Aurora/Aurora PD -00311-(015)	East Aurora/Aurora Town Police Department	Police Traffic Services	$ 6,240	$ 4,680	$666.40
LE	402PT	PTS-2018-East Fishkill Town PD -00259-(014)	East Fishkill Town Police Department	Police Traffic Services	$ 22,886	$ 10,355	$10,354.68
LE	402PT	PTS-2018-East Greenbush Town PD -00341-(042)	East Greenbush Town Police Department	Police Traffic Services	$ 10,575	$ 3,995	$1,894.72
LE	402PT	PTS-2018-East Hampton Town PD -00235-(052)	East Hampton Town Police Department	Police Traffic Services	$ 26,100	$ 8,700	$7,373.64
LE	402PT	PTS-2018-East Rochester Village PD -00105-(028)	East Rochester Village Police Department	Police Traffic Services	$ 5,985	$ 4,389	$4,219.81
LE	402PT	PTS-2018-Eastchester Town PD-00167-(060)	Eastchester Town Police Department	Police Traffic Services	$ 15,371	$ 13,395	$12,410.13
LE	402PT	PTS-2018-Eden Town PD -00290-(015)	Eden Town Police Department	Police Traffic Services	$ 10,620	$ 2,360	$2,290.23
LE	402PT	PTS-2018-Ellenville Village PD-00153-(056)	Ellenville Village Police Department	Police Traffic Services	$ 6,336	$ 4,048	$2,553.09
LE	402PT	PTS-2018-Elmira City PD -00263-(008)	Elmira City Police Department	Police Traffic Services	$ 11,160	$ 8,040	$7,554.68

APPENDIX A
New York State
FFY 2018 Approved Projects Implemented with Expenditures by Program Area (through 12/16/18)

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Elmira Heights Village PD -00213-(008)	Elmira Heights Village Police Department	Police Traffic Services	$ 2,940	$ 2,940	$2,317.64
LE	402PT	PTS-2018-Erie Co SO -00192-(015)	Erie County Sheriff's Office	Police Traffic Services	$ 26,734	$ 15,040	$14,818.40
LE	402PT	PTS-2018-Essex Co TS-00230-(016)	Essex County Traffic Safety	Police Traffic Services	$ 6,160	$ 3,500	$3,500.00
LE	402PT	PTS-2018-Evans Town PD -00205-(015)	Evans Town Police Department	Police Traffic Services	$ 7,375	$ 5,428	$4,951.62
LE	402PT	PTS-2018-Fallsburg Town PD -00116-(053)	Fallsburg Town Police Department	Police Traffic Services	$ 6,960	$ 4,920	$4,773.56
LE	402PT	PTS-2018-Fishkill Town PD 00291-(014)	Fishkill Town Police Department	Police Traffic Services	$ 6,100	$ 4,950	$3,583.39
LE	402PT	PTS-2018-Freeport Village PD -00170-(030)	Freeport Village Police Department	Police Traffic Services	$ 37,730	$ 13,530	$13,530.00
LE	402PT	PTS-2018-Fulton City PD -00306-(038)	Fulton City Police Department	Police Traffic Services	$ 7,840	$ 7,840	$7,372.42
LE	402PT	PTS-2018-Fulton Co SO -00176-(018)	Fulton County Sheriff's Office	Police Traffic Services	$ 45,840	$ 12,000	$11,951.97
LE	402PT	PTS-2018-Galway Village PD-00004-(046)	Galway Village Police Department	Police Traffic Services	$ 5,000	$ 300	$300.00
LE	402PT	PTS-2018-Garden City Village PD -00168-(030)	Garden City Village Police Department	Police Traffic Services	$ 15,000	$ 15,000	$15,000.00
LE	402PT	PTS-2018-Gates Town PD -00015-(028)	Gates Town Police Department	Police Traffic Services	$ 6,767	$ 5,025	$5,009.92
LE	402PT	PTS-2018-Geddes Town PD -00147-(034)	Geddes Town Police Department	Police Traffic Services	$ 5,170	$ 5,170	$4,359.96
LE	402PT	PTS-2018-Genesee Co SO -00280-(019)	Genesee County Sheriff's Office	Police Traffic Services	$ 39,764	$ 26,016	$24,790.73
LE	402PT	PTS-2018-Geneseo Village PD-00001-(026)	Geneseo Village Police Department	Police Traffic Services	$ 13,000	$ 13,000	$13,000.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Geneva City PD-00216-(035)	Geneva City Police Department	Police Traffic Services	$ 2,600	$ 2,600	$2,128.17
LE	402PT	PTS-2018-Glen Cove City PD -00222-(030)	Glen Cove City Police Department	Police Traffic Services	$ 17,000	$ 15,000	$14,975.28
LE	402PT	PTS-2018-Glens Falls City PD -00164-(057)	Glens Falls City Police Department	Police Traffic Services	$ 6,510	$ 5,880	$5,494.52
LE	402PT	PTS-2018-Glenville Town PD -00184-(047)	Glenville Town Police Department	Police Traffic Services	$ 5,100	$ 5,100	$3,878.48
LE	402PT	PTS-2018-Goshen Village PD -00220-(036)	Goshen Village Police Department	Police Traffic Services	$ 5,985	$ 5,355	$3,498.97
LE	402PT	PTS-2018-Granville Village PD-00064-(058)	Granville Village Police Department	Police Traffic Services	$ 4,770	$ 2,580	$2,504.15
LE	402PT	PTS-2018-Greece Town PD -00006-(028)	Greece Town Police Department	Police Traffic Services	$ 12,998	$ 8,174	$8,173.48
LE	402PT	PTS-2018-Green Island Village PD -00008-(001)	Green Island Village Police Department	Police Traffic Services	$ 6,777	$ 5,010	$4,800.00
LE	402PT	PTS-2018-Greenburgh Town PD -00060-(060)	Greenburgh Town Police Department	Police Traffic Services	$ 33,587	$ 14,495	$12,629.39
LE	402PT	PTS-2018-Greene Co SO -00161-(020)	Greene County Sheriff's Office	Police Traffic Services	$ 8,100	$ 3,960	$1,337.60
LE	402PT	PTS-2018-Greene Village PD -00262-(009)	Greene Village Police Department	Police Traffic Services	$ 5,370	$ 2,024	$1,787.54
LE	402PT	PTS-2018-Greenwood Lake Village PD -00214-(036)	Greenwood Lake Village Police Department	Police Traffic Services	$ 6,528	$ 3,536	$2,822.01
LE	402PT	PTS-2018-Guilderland Town PD -00089-(001)	Guilderland Town Police Department	Police Traffic Services	$ 22,140	$ 22,140	$21,807.36
LE	402PT	PTS-2018-Hamburg Town PD -00231-(015)	Hamburg Town Police Department	Police Traffic Services	$ 32,500	$ 13,975	$13,975.00
LE	402PT	PTS-2018-Hamburg Village PD -00058-(015)	Hamburg Village Police Department	Police Traffic Services	$ 13,200	$ 5,200	$4,800.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Harrison Town PD -00047-(060)	Harrison Town Police Department	Police Traffic Services	$ 28,260	$ 13,260	$12,596.13
LE	402PT	PTS-2018-Hastings-on-Hudson Villag-00218-(060)	Hastings-on-Hudson Village Police Department	Police Traffic Services	$ 4,800	$ 4,800	$3,462.54
LE	402PT	PTS-2018-Haverstraw Town PD -00346-(044)	Haverstraw Town Police Department	Police Traffic Services	$ 7,500	$ 7,500	$7,492.74
LE	402PT	PTS-2018-Hempstead Village PD -00239-(030)	Hempstead Village Police Department	Police Traffic Services	$ 18,000	$ 17,000	$17,000.00
LE	402PT	PTS-2018-Homer Village PD -00318-(012)	Homer Village Police Department	Police Traffic Services	$ 12,096	$ 3,780	$3,439.72
LE	402PT	PTS-2018-Hornell City PD -00143-(051)	Hornell City Police Department	Police Traffic Services	$ 11,008	$ 5,944	$5,944.00
LE	402PT	PTS-2018-Hyde Park Town PD -00166-(014)	Hyde Park Town Police Department	Police Traffic Services	$ 18,715	$ 7,068	$7,049.82
LE	402PT	PTS-2018-Ilion Village PD -00251-(022)	Ilion Village Police Department	Police Traffic Services	$ 10,800	$ 8,550	$8,425.94
LE	402PT	PTS-2018-Independence Twn PD-00305-(002)	Independence Town Police Department	Police Traffic Services	$ 960	$ 960	$955.30
LE	402PT	PTS-2018-Irondequoit Town PD -00084-(028)	Irondequoit Town Police Department	Police Traffic Services	$ 6,175	$ 4,875	$1,890.69
LE	402PT	PTS-2018-Ithaca City PD -00329-(055)	Ithaca City Police Department	Police Traffic Services	$ 17,600	$ 7,900	$4,787.66
LE	402PT	PTS-2018-Jamestown City PD -00264-(007)	Jamestown City Police Department	Police Traffic Services	$ 12,740	$ 8,330	$7,486.04
LE	402PT	PTS-2018-Jefferson Co SO -00150-(023)	Jefferson County Sheriff's Office	Police Traffic Services	$ 9,600	$ 9,400	$9,293.76
LE	402PT	PTS-2018-Johnson City Village PD -00228-(004)	Johnson City Village Police Department	Police Traffic Services	$ 5,264	$ 3,854	$3,705.93

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Kensington Village PD -00114-(030)	Kensington Village Police Department	Police Traffic Services	$ 33,745	$ 4,675	$4,675.00
LE	402PT	PTS-2018-Lake Success Village PD -00308-(030)	Lake Success Village Police Department	Police Traffic Services	$ 15,833	$ 9,365	$9,329.21
LE	402PT	PTS-2018-Lakewood Busti PD -00289-(007)	Lakewood Busti Police Department	Police Traffic Services	$ 8,722	$ 7,600	$7,454.31
LE	402PT	PTS-2018-Lancaster Town PD -00136-(015)	Lancaster Town Police Department	Police Traffic Services	$ 10,800	$ 8,100	$8,100.00
LE	402PT	PTS-2018-Larchmont Village PD -00249-(060)	Larchmont Village Police Department	Police Traffic Services	$ 8,387	$ 4,680	$2,730.00
LE	402PT	PTS-2018-Lewisboro Town PD -00348-(060)	Lewisboro Town Police Department	Police Traffic Services	$ 42,760	$ 3,200	$3,196.20
LE	402PT	PTS-2018-Lewiston Town PD -00005-(032)	Lewiston Town Police Department	Police Traffic Services	$ 26,800	$ 4,000	$3,519.98
LE	402PT	PTS-2018-Liverpool Village PD -00103-(034)	Liverpool Village Police Department	Police Traffic Services	$ 4,800	$ 4,800	$4,800.00
LE	402PT	PTS-2018-Livingston Co SO -00030-(026)	Livingston County Sheriff's Office	Police Traffic Services	$ 33,120	$ 23,920	$23,694.24
LE	402PT	PTS-2018-Long Beach City PD -00043-(030)	Long Beach City Police Department	Police Traffic Services	$ 31,500	$ 17,850	$17,850.00
LE	402PT	PTS-2018-Lowville Village PD -00169-(025)	Lowville Village Police Department	Police Traffic Services	$ 10,000	$ 3,800	$3,663.12
LE	402PT	PTS-2018-Lynbrook Village PD -00233-(030)	Lynbrook Village Police Department	Police Traffic Services	$ 23,166	$ 14,913	$14,912.50
LE	402PT	PTS-2018-Madison Co SO -00053-(027)	Madison County Sheriff's Office	Police Traffic Services	$ 8,840	$ 8,840	$8,577.97
LE	402PT	PTS-2018-Mamaroneck Village PD -00097-(060)	Mamaroneck Village Police Department	Police Traffic Services	$ 11,952	$ 11,952	$11,503.17
LE	402PT	PTS-2018-Manlius Town PD -00135-(034)	Manlius Town Police Department	Police Traffic Services	$ 17,836	$ 12,976	$12,964.53

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Marlborough Town PD -00283-(056)	Marlborough Town Police Department	Police Traffic Services	$ 29,520	$ 4,920	$4,884.19
LE	402PT	PTS-2018-Mechanicville City PD -00002-(046)	Mechanicville City Police Department	Police Traffic Services	$ 8,810	$ 3,690	$2,042.34
LE	402PT	PTS-2018-Medina Village PD -00248-(037)	Medina Village Police Department	Police Traffic Services	$ 27,716	$ 3,690	$673.04
LE	402PT	PTS-2018-Metro Trans Authority PD-00188-(099)	Metro.Trans. Authority Police Dept.	Police Traffic Services	$ 15,840	$ 14,400	$7,835.32
LE	402PT	PTS-2018-Middletown City PD -00298-(036)	Middletown City Police Department	Police Traffic Services	$ 12,350	$ 10,855	$10,778.11
LE	402PT	PTS-2018-Millerton Village PD -00240-(014)	Millerton Village Police Department	Police Traffic Services	$ 7,725	$ 3,990	$3,247.66
LE	402PT	PTS-2018-Monroe Co SO -00020-(028)	Monroe County Sheriff's Office	Police Traffic Services	$ 31,240	$ 25,040	$24,323.68
LE	402PT	PTS-2018-Monroe Village PD -00086-(036)	Monroe Village Police Department	Police Traffic Services	$ 8,400	$ 5,600	$4,937.69
LE	402PT	PTS-2018-Montgomery Village PD -00010-(036)	Montgomery Village Police Department	Police Traffic Services	$ 3,995	$ 2,820	$2,233.34
LE	402PT	PTS-2018-Mount Vernon City PD-00342-(060)	Mount Vernon City Police Department	Police Traffic Services	$ 29,130	$ 15,860	$11,058.62
LE	402PT	PTS-2018-Mt. Morris Village PD -00125-(026)	Mt. Morris Village Police Department	Police Traffic Services	$ 6,750	$ 3,600	$3,599.50
LE	402PT	PTS-2018-Muttontown Village PD-00229-(030)	Muttontown Village Police Department	Police Traffic Services	$ 4,815	$ 4,280	$4,263.39
LE	402PT	PTS-2018-Nassau Village PD -00081-(042)	Nassau Village Police Department	Police Traffic Services	$ 2,970	$ 1,890	$1,755.00
LE	402PT	PTS-2018-New Castle Town PD -00148-(060)	New Castle Town Police Department	Police Traffic Services	$ 18,750	$ 6,375	$3,142.41

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-New Hartford Town PD -00021-(033)	New Hartford Town Police Department	Police Traffic Services	$ 19,800	$ 8,580	$8,557.72
LE	402PT	PTS-2018-New Paltz Town & Village -00236-(056)	New Paltz Town & Village Police Department	Police Traffic Services	$ 11,520	$ 4,950	$4,949.25
LE	402PT	PTS-2018-New Rochelle City PD -00265-(060)	New Rochelle City Police Department	Police Traffic Services	$ 44,770	$ 17,100	$16,944.29
LE	402PT	PTS-2018-New Windsor Town PD -00074-(036)	New Windsor Town Police Department	Police Traffic Services	$ 16,188	$ 12,070	$11,759.20
LE	402PT	PTS-2018-New York Mills Village PD -00219-(033)	New York Mills Village Police Department	Police Traffic Services	$ 4,104	$ 3,344	$2,586.50
LE	402PT	PTS-2018-Newark Village PD -00337-(059)	Newark Village Police Department	Police Traffic Services	$ 4,380	$ 4,200	$3,827.64
LE	402PT	PTS-2018-Newburgh Town PD-00211-(036)	Newburgh Town Police Department	Police Traffic Services	$ 15,340	$ 10,915	$5,353.08
LE	402PT	PTS-2018-Niagara Co SO -00117-(032)	Niagara County Sheriff's Office	Police Traffic Services	$ 18,375	$ 17,150	$16,133.01
LE	402PT	PTS-2018-Niagara Falls City PD -00347-(032)	Niagara Falls City Police Department	Police Traffic Services	$ 11,870	$ 6,280	$5,809.37
LE	402PT	PTS-2018-Niskayuna Town PD -00124-(047)	Niskayuna Town Police Department	Police Traffic Services	$ 10,050	$ 10,050	$9,468.38
LE	402PT	PTS-2018-North Castle Town PD -00128-(060)	North Castle Town Police Department	Police Traffic Services	$ 13,120	$ 4,920	$4,642.42
LE	402PT	PTS-2018-North Greenbush Town PD -00113-(042)	North Greenbush Town Police Department	Police Traffic Services	$ 11,520	$ 11,040	$10,797.40
LE	402PT	PTS-2018-North Syracuse Village PD -00165-(034)	North Syracuse Village Police Department	Police Traffic Services	$ 4,400	$ 3,630	$3,569.38

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-North Tonawanda City PD -00078-(032)	North Tonawanda City Police Department	Police Traffic Services	$ 10,080	$ 10,030	$10,025.05
LE	402PT	PTS-2018-Northport Village PD -00013-(052)	Northport Village Police Department	Police Traffic Services	$ 31,500	$ 10,290	$10,143.93
LE	402PT	PTS-2018-NYS Pks/Rec/Hist Prsv-00294-(099)	NYS Office of Parks, Recreation, and Historical Preserve	Police Traffic Services	$ 6,960	$ 4,176	$3,998.87
LE	402PT	PTS-2018-Ogden Town PD -00051-(028)	Ogden Town Police Department	Police Traffic Services	$ 5,040	$ 2,520	$1,191.95
LE	402PT	PTS-2018-Old Brookville Village PD -00068-(030)	Old Brookville Village Police Department	Police Traffic Services	$ 8,400	$ 7,350	$7,277.90
LE	402PT	PTS-2018-Old Westbury Village PD -00055-(030)	Old Westbury Village Police Department	Police Traffic Services	$ 18,000	$ 11,400	$11,338.54
LE	402PT	PTS-2018-Oneida City PD -00196-(027)	Oneida City Police Department	Police Traffic Services	$ 9,568	$ 7,384	$1,040.00
LE	402PT	PTS-2018-Oneida Co SO -00122-(033)	Oneida County Sheriff's Office	Police Traffic Services	$ 13,120	$ 12,000	$9,840.96
LE	402PT	PTS-2018-Oneonta City PD -00162-(039)	Oneonta City Police Department	Police Traffic Services	$ 4,472	$ 2,967	$2,317.55
LE	402PT	PTS-2018-Onondaga Co SO -00031-(034)	Onondaga County Sheriff's Office	Police Traffic Services	$ 33,516	$ 25,992	$25,857.33
LE	402PT	PTS-2018-Ontario Co SO -00063-(035)	Ontario County Sheriff's Office	Police Traffic Services	$ 39,804	$ 29,380	$28,641.05
LE	402PT	PTS-2018-Orange Co SO -00109-(036)	Orange County Sheriff's Office	Police Traffic Services	$ 15,000	$ 11,250	$11,249.14
LE	402PT	PTS-2018-Orangetown Town PD-00077-(044)	Orangetown Town Police Department	Police Traffic Services	$ 12,000	$ 12,000	$11,732.55
LE	402PT	PTS-2018-Orchard Park Town PD -00206-(015)	Orchard Park Town Police Department	Police Traffic Services	$ 23,200	$ 9,860	$9,852.04

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Orleans Co SO-00245-(037)	Orleans County Sheriff's Office	Police Traffic Services	$ 11,970	$ 6,300	$3,784.76
LE	402PT	PTS-2018-Oswego City PD -00072-(038)	Oswego City Police Department	Police Traffic Services	$ 10,000	$ 8,500	$8,180.86
LE	402PT	PTS-2018-Oswego Co SO -00194-(038)	Oswego County Sheriff's Office	Police Traffic Services	$ 14,901	$ 10,416	$10,376.86
LE	402PT	PTS-2018-Oyster Bay Cove Village P-00210-(030)	Oyster Bay Cove Village Police Department	Police Traffic Services	$ 5,700	$ 4,275	$4,206.53
LE	402PT	PTS-2018-Peekskill City PD -00095-(060)	Peekskill City Police Department	Police Traffic Services	$ 14,250	$ 12,650	$12,402.00
LE	402PT	PTS-2018-Penn Yan Village PD -00325-(062)	Penn Yan Village Police Department	Police Traffic Services	$ 6,080	$ 4,720	$1,035.62
LE	402PT	PTS-2018-Piermont Village PD -00272-(044)	Piermont Village Police Department	Police Traffic Services	$ 10,000	$ 4,200	$4,151.11
LE	402PT	PTS-2018-Plattsburgh City PD -00273-(010)	Plattsburgh City Police Department	Police Traffic Services	$ 8,880	$ 7,400	$6,723.95
LE	402PT	PTS-2018-Port Dickinson Village PD -00137-(004)	Port Dickinson Village Police Department	Police Traffic Services	$ 6,080	$ 2,000	$1,460.78
LE	402PT	PTS-2018-Port Jervis City PD -00238-(036)	Port Jervis City Police Department	Police Traffic Services	$ 14,484	$ 11,220	$10,929.37
LE	402PT	PTS-2018-Pt. Washington Police Dis-00190-(030)	Port Washington Police District	Police Traffic Services	$ 13,650	$ 10,500	$9,106.40
LE	402PT	PTS-2018-Potsdam Village PD -00271-(045)	Potsdam Village Police Department	Police Traffic Services	$ 7,052	$ 4,386	$4,354.81
LE	402PT	PTS-2018-Poughkeepsie City PD -00277-(014)	Poughkeepsie City Police Department	Police Traffic Services	$ 19,050	$ 9,000	$8,992.40

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Poughkeepsie Town PD -00003-(014)	Poughkeepsie Town Police Department	Police Traffic Services	$ 36,385	$ 15,400	$15,351.52
LE	402PT	PTS-2018-Putnam Co SO -00080-(040)	Putnam County Sheriff's Office	Police Traffic Services	$ 18,000	$ 16,800	$14,829.56
LE	402PT	PTS-2018-Quogue Village PD -00255-(052)	Quogue Village Police Department	Police Traffic Services	$ 5,200	$ 5,200	$5,051.24
LE	402PT	PTS-2018-Ramapo Town PD -00012-(044)	Ramapo Town Police Department	Police Traffic Services	$ 29,610	$ 22,575	$22,569.68
LE	402PT	PTS-2018-Rensselaer City PD-00237-(042)	Rensselaer City Police Department	Police Traffic Services	$ 13,925	$ 7,200	$5,054.60
LE	402PT	PTS-2018-Rensselaer Co SO -00299-(042)	Rensselaer County Sheriff's Office	Police Traffic Services	$ 8,050	$ 6,880	$5,542.29
LE	402PT	PTS-2018-Riverhead Town PD -00040-(052)	Riverhead Town Police Department	Police Traffic Services	$ 22,325	$ 17,100	$17,099.93
LE	402PT	PTS-2018-Rockland Co SO -00141-(044)	Rockland County Sheriff's Office	Police Traffic Services	$ 13,500	$ 8,400	$8,353.71
LE	402PT	PTS-2018-Rockville Centre PD-00304-(030)	Rockville Centre Police Department	Police Traffic Services	$ 35,800	$ 16,500	$16,500.00
LE	402PT	PTS-2018-Rome City PD -00118-(033)	Rome City Police Department	Police Traffic Services	$ 9,600	$ 8,800	$8,719.88
LE	402PT	PTS-2018-Rotterdam Town PD -00312-(047)	Rotterdam Town Police Department	Police Traffic Services	$ 11,600	$ 9,100	$9,056.56
LE	402PT	PTS-2018-Rye Brook Village PD-00232-(060)	Rye Brook Village Police Department	Police Traffic Services	$ 9,184	$ 5,740	$5,476.69
LE	402PT	PTS-2018-Rye City PD -00120-(060)	Rye City Police Department	Police Traffic Services	$ 16,936	$ 5,475	$3,579.42
LE	402PT	PTS-2018-Sands Point Village PD -00243-(030)	Sands Point Village Police Department	Police Traffic Services	$ 7,000	$ 3,500	$2,829.01
LE	402PT	PTS-2018-Saratoga Co SO -00296-(046)	Saratoga County Sheriff's Office	Police Traffic Services	$ 44,060	$ 11,300	$10,432.55

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Saratoga Springs City PD -00065-(046)	Saratoga Springs City Police Department	Police Traffic Services	$ 17,160	$ 11,550	$11,453.07
LE	402PT	PTS-2018-Saugerties Town PD -00075-(056)	Saugerties Town Police Department	Police Traffic Services	$ 5,980	$ 4,600	$4,570.92
LE	402PT	PTS-2018-Scarsdale Village PD -00115-(060)	Scarsdale Village Police Department	Police Traffic Services	$ 11,000	$ 9,200	$9,079.01
LE	402PT	PTS-2018-Schenectady City PD -00079-(047)	Schenectady City Police Department	Police Traffic Services	$ 40,800	$ 31,440	$29,002.45
LE	402PT	PTS-2018-Schenectady Co SO -00328-(047)	Schenectady County Sheriff's Office	Police Traffic Services	$ 12,740	$ 5,978	$5,973.19
LE	402PT	PTS-2018-Schodack Town PD -00285-(042)	Schodack Town Police Department	Police Traffic Services	$ 9,859	$ 6,072	$6,050.85
LE	402PT	PTS-2018-Scotia Village PD -00332-(047)	Scotia Village Police Department	Police Traffic Services	$ 6,000	$ 6,000	$1,101.54
LE	402PT	PTS-2018-Seneca Co SO -00322-(050)	Seneca County Sheriff's Office	Police Traffic Services	$ 5,250	$ 4,025	$1,975.84
LE	402PT	PTS-2018-Seneca Falls Twn PD-00181-(050)	Seneca Falls Town Police Department	Police Traffic Services	$ 24,983	$ 6,923	$1,123.34
LE	402PT	PTS-2018-Sidney Village PD-00044-(013)	Sidney Village Police Department	Police Traffic Services	$ 9,880	$ 3,800	$1,679.89
LE	402PT	PTS-2018-Southampton Town PD -00127-(052)	Southampton Town Police Department	Police Traffic Services	$ 38,497	$ 15,270	$12,787.48
LE	402PT	PTS-2018-Southampton Village PD -00048-(052)	Southampton Village Police Department	Police Traffic Services	$ 6,860	$ 5,096	$3,402.08
LE	402PT	PTS-2018-Southold Town PD -00054-(052)	Southold Town Police Department	Police Traffic Services	$ 13,800	$ 8,250	$7,842.29
LE	402PT	PTS-2018-Spring Valley Village PD -00036-(044)	Spring Valley Village Police Department	Police Traffic Services	$ 21,420	$ 10,200	$10,177.51
LE	402PT	PTS-2018-Springville Village PD -00139-(015)	Springville Village Police Department	Police Traffic Services	$ 5,984	$ 2,200	$2,200.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-St. Lawrence Co SO -00177-(045)	St. Lawrence County Sheriff's Office	Police Traffic Services	$ 8,640	$ 4,536	$4,535.58
LE	402PT	PTS-2018-Steuben Co SO -00061-(051)	Steuben County Sheriff's Office	Police Traffic Services	$ 9,000	$ 7,830	$7,830.00
LE	402PT	PTS-2018-Stony Point Town PD -00201-(044)	Stony Point Town Police Department	Police Traffic Services	$ 10,680	$ 10,235	$10,215.08
LE	402PT	PTS-2018-Suffolk Co SO -00018-(052)	Suffolk County Sheriff's Office	Police Traffic Services	$ 37,100	$ 24,960	$24,566.95
LE	402PT	PTS-2018-Sullivan Co SO -00039-(053)	Sullivan County Sheriff's Office	Police Traffic Services	$ 11,784	$ 6,707	$6,524.16
LE	402PT	PTS-2018-SUNY Albany Police-00324-(001)	SUNY Albany University Police	Police Traffic Services	$ 7,200	$ 5,136	$3,366.61
LE	402PT	PTS-2018-SUNY Cortland Police-00297-(099)	SUNY Cortland University Police	Police Traffic Services	$ 4,160	$ 4,160	$3,981.41
LE	402PT	PTS-2018-SUNY Oswego Police-00244-(099)	SUNY Police Oswego State University	Police Traffic Services	$ 7,403	$ 6,136	$6,106.52
LE	402PT	PTS-2018-SUNY UB Police-00149-(099)	SUNY University Buffalo Police	Police Traffic Services	$ 8,816	$ 4,176	$2,192.49
LE	402PT	PTS-2018-Syracuse City PD -00158-(034)	Syracuse City Police Department	Police Traffic Services	$ 46,000	$ 45,000	$41,893.41
LE	402PT	PTS-2018-Ticonderoga Town PD -00241-(016)	Ticonderoga Town Police Department	Police Traffic Services	$ 9,100	$ 2,520	$2,520.00
LE	402PT	PTS-2018-Tioga Co SO -00106-(054)	Tioga County Sheriff's Office	Police Traffic Services	$ 24,300	$ 17,775	$17,270.89
LE	402PT	PTS-2018-Tompkins Co SO -00200-(055)	Tompkins County Sheriff's Office	Police Traffic Services	$ 13,475	$ 5,635	$3,424.25
LE	402PT	PTS-2018-Tonawanda City PD -00159-(015)	Tonawanda City Police Department	Police Traffic Services	$ 16,626	$ 9,435	$9,346.04

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Tonawanda Town PD -00154-(015)	Tonawanda Town Police Department	Police Traffic Services	$ 32,256	$ 15,750	$14,996.80
LE	402PT	PTS-2018-Troy City PD -00301-(042)	Troy City Police Department	Police Traffic Services	$ 44,300	$ 16,900	$16,440.06
LE	402PT	PTS-2018-Tuckahoe Village PD -00225-(060)	Tuckahoe Village Police Department	Police Traffic Services	$ 5,220	$ 4,875	$4,821.00
LE	402PT	PTS-2018-Ulster Co SO -00247-(056)	Ulster County Sheriff's Office	Police Traffic Services	$ 16,500	$ 10,065	$8,828.75
LE	402PT	PTS-2018-Utica City PD -00157-(033)	Utica City Police Department	Police Traffic Services	$ 17,505	$ 13,500	$13,489.86
LE	402PT	PTS-2018-Vestal Town PD -00185-(004)	Vestal Town Police Department	Police Traffic Services	$ 10,000	$ 5,000	$4,044.89
LE	402PT	PTS-2018-Walden Village PD -00029-(036)	Walden Village Police Department	Police Traffic Services	$ 5,704	$ 4,030	$3,996.91
LE	402PT	PTS-2018-Walton Village PD -00307-(013)	Walton Village Police Department	Police Traffic Services	$ 7,470	$ 3,300	$3,300.00
LE	402PT	PTS-2018-Warren Co SO -00286-(057)	Warren County Sheriff's Office	Police Traffic Services	$ 19,800	$ 16,500	$15,289.34
LE	402PT	PTS-2018-Warsaw Village PD -00133-(061)	Warsaw Village Police Department	Police Traffic Services	$ 5,400	$ 4,248	$2,129.59
LE	402PT	PTS-2018-Warwick Town PD -00340-(036)	Warwick Town Police Department	Police Traffic Services	$ 14,339	$ 5,850	$1,583.60
LE	402PT	PTS-2018-Washington Co SO -00066-(058)	Washington County Sheriff's Office	Police Traffic Services	$ 17,085	$ 13,215	$12,594.70
LE	402PT	PTS-2018-Waterford Town & Village -00026-(046)	Waterford Town & Village Police Department	Police Traffic Services	$ 4,032	$ 4,032	$1,553.36
LE	402PT	PTS-2018-Waterloo Village PD -00257-(050)	Waterloo Village Police Department	Police Traffic Services	$ 6,240	$ 6,240	$3,969.38
LE	402PT	PTS-2018-Watertown City PD-00126-(023)	Watertown City Police Department	Police Traffic Services	$ 10,105	$ 7,144	$2,502.56

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	PTS-2018-Watervliet City PD-00212-(001)	Watervliet City Police Department	Police Traffic Services	$ 21,450	$ 14,740	$8,001.39
LE	402PT	PTS-2018-Watkins Glen Village PD -00152-(049)	Watkins Glen Village Police Department	Police Traffic Services	$ 12,780	$ 3,160	$2,923.04
LE	402PT	PTS-2018-Wayne Co SO -00278-(059)	Wayne County Sheriff's Office	Police Traffic Services	$ 15,050	$ 9,030	$2,038.39
LE	402PT	PTS-2018-Webster Town PD -00071-(028)	Webster Town Police Department	Police Traffic Services	$ 7,920	$ 4,752	$4,121.73
LE	402PT	PTS-2018-Wellsville Village PD -00227-(002)	Wellsville Village Police Department	Police Traffic Services	$ 6,032	$ 3,600	$3,064.50
LE	402PT	PTS-2018-West Seneca Town PD -00250-(015)	West Seneca Town Police Department	Police Traffic Services	$ 24,900	$ 14,000	$13,986.72
LE	402PT	PTS-2018-Westchester Co Dept of PS-00292-(060)	Westchester County Department of Public Safety	Police Traffic Services	$ 42,500	$ 31,875	$31,000.08
LE	402PT	PTS-2018-White Plains Dept PS-00326-(060)	White Plains Department Public Safety	Police Traffic Services	$ 28,740	$ 27,870	$22,648.86
LE	402PT	PTS-2018-Whitehall Village PD -00321-(058)	Whitehall Village Police Department	Police Traffic Services	$ 7,240	$ 2,415	$435.00
LE	402PT	PTS-2018-Whitesboro Village PD -00275-(033)	Whitesboro Village Police Department	Police Traffic Services	$ 20,250	$ 4,500	$4,497.19
LE	402PT	PTS-2018-Whitestown Town PD -00100-(033)	Whitestown Town Police Department	Police Traffic Services	$ 21,574	$ 4,000	$3,907.98
LE	402PT	PTS-2018-Woodbury Town PD -00303-(036)	Woodbury Town Police Department	Police Traffic Services	$ 8,580	$ 8,580	$4,796.30
LE	402PT	PTS-2018-Wyoming Co SO -00052-(061)	Wyoming County Sheriff's Office	Police Traffic Services	$ 12,000	$ 10,128	$8,828.75
LE	402PT	PTS-2018-Yonkers City PD -00022-(060)	Yonkers City Police Department	Police Traffic Services	$ 45,984	$ 33,600	$33,554.03
PT	402PT	HS1-2018-Nassau Co PD -00022-(030)	Nassau County Police Department	Nassau County Police Department	$ 145,000	$ 145,000	$144,996.79

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PT	FHPE	HS1-2018-NYPD -00148-(077)	New York City Police Department	FY18 NYC Pedestrian & Cyclist Safety Enforcement Grant	$ 217,000	$ 217,000	$216,999.70
PT	402PT	HS1-2018-NYPD -00224-(077)	New York City Police Department	NYPD Highway Patrol PTS / STEP for HS1-2018-NYPD-00224-(077)	$ 302,000	$ 302,000	$255,694.76
PT	402PT	HS1-2018-NYS Police -00192-(099)	New York State Police	Law Enforcement Liaison	$ 226,503	$ 226,503	$223,452.64
PT	402PT	HS1-2018-NYS Police -00195-(099)	New York State Police	Distracted Driving Enforcement and Public Awareness Project	$ 550,034	$ 550,034	$438,465.79
PT	402PT	HS1-2018-NYS Police -00197-(099)	New York State Police	State Police Ensuring Safe Speed	$ 1,608,821	$ 1,603,821	$1,370,028.27
PT	402PT	HS1-2018-NYS Police -00200-(099)	New York State Police	DRONE (Year #1)	$ 249,980	$ 246,980	$246,324.35
PT	402PT	HS1-2018-NYS Assoc of Chiefs of Po-00059-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Law Enforcement Liaison IMPACTS Project	$ 145,786	$ 144,286	$135,024.78
PT	FHPE	HS1-2018-NYS Assoc of Chiefs of Po-00059-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Law Enforcement Liaison IMPACTS Project	$ 13,400	$ 13,400	$4,092.68
PT	M9MA	HS1-2018-NYS Assoc of Chiefs of Po-00059-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Law Enforcement Liaison IMPACTS Project	$ 13,400	$ 1,500	$1,500.00
PT	402PT	HS1-2018-NYS DCJ-00091-(099)	NYS Division of Criminal Justice Services	Police Training For Highway Safety	$ 66,000	$ 64,800	$40,126.90
PT	402PT	HS1-2018-NYS Sheriff's Assoc.-00094-(088)	NYS Sheriff's Association	NYSSA Law Enforcement Liaison to the GTSC	$ 166,428	$ 166,056	$163,653.46
PT	M9MA	HS1-2018-NYS Sheriff's Assoc.-00094-(088)	NYS Sheriff's Association	NYSSA Law Enforcement Liaison to the GTSC	$ 166,428	$ 372	$372.00
PT	402PT	HS1-2018-Suffolk Co PD -00233-(052)	Suffolk County Police Department	Safe Driving Enforcement (SDE) 2018	$ 173,555	$ 165,830	$163,834.44
				Police Traffic Services Total	**$ 8,191,013**	**$ 6,180,527**	**$ 5,420,317**

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
Motorcycle Safety							
MC	M9MA	HS1-2017-Broome Co SO-0(	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant		$ (125)	($125.20)
MC	402MC	HS1-2017-Broome Co SO-0(	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant		$ 125	$125.20
MC	M9MA	HS1-2018-Broome Co SO -00215-(004)	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant	$ 2,000	$ 2,000	$1,246.59
MC	M9MA	HS1-2018-ABATE LI-00216-(052)	Long Island ABATE, inc	Motorcycle Safety & Awareness	$ 110,500	$ 29,400	$3,457.26
MC	402MC	HS1-2018-NYS Police -00198-(099)	New York State Police	Statewide Motorcycle Enforcement and Education Initiative	$ 95,260	$ 95,260	$77,317.08
MC	M9MA	HS1-2018-NYS Assoc TSB-00083-(088)	NYS Assoc of Traffic Safety Boards Programs inc	MOTORCYCLE AWARENESS AND EDUCATION	$ 68,450	$ 68,450	$68,343.12
MC	402MC	HS1-2018-Suffolk Co PD -00234-(052)	Suffolk County Police Department	Motorcycle Safety Education and Enforcement 2018	$ 41,900	$ 20,500	$20,499.00
MC	402MC	HS1-2018-Warren Co SO -00212-(057)	Warren County Sheriff's Office	HS1 Motorcycle Safety Initiative	$ 15,000	$ 6,000	$5,471.61
				Motorcycle Safety Total	**$ 333,110**	**$ 221,610**	**$ 176,335**
Pedestrian, Bicycle and Wheel-Sport Safety							
PS	402PS	HS1-2018-Allegany Co STOP-DWI-00120-(002)	Allegany County STOP-DWI	STEPS in Safety (Safety on Wheels)	$ 3,000	$ 3,000	$2,986.97
PS	402PS	HS1-2018-Buffalo City-00208-(015)	Buffalo, City of	Bike Helmet Safety & Distribution Program	$ 12,500	$ 4,800	$4,800.00
PS	402PS	HS1-2018-Cayuga Co. Health-00239-(006)	Cayuga County Dept of Health & Human Services	Cayuga County Bike /Pedestrian and Wheelsport Safety Program	$ 13,344	$ 13,344	$13,311.50
PS	402PS	HS1-2018-Comm Outreach-00020-(044)	Community Outreach Center	Always be Careful	$ 11,340	$ 8,200	$8,200.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PS	FHPE	HS1-2018-Fulton City PD -00188-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	$ 2,000	$ 2,000	$1,995.65
PS	FHPE	HS1-2018-Goshen Village PD -00141-(036)	Goshen Village Police Department	BICYCLE SAFETY AWARENESS PROGRAM	$ 2,175	$ 1,200	$983.34
PS	402PS	HS1-2018-Health Quest-00152-(014)	Health Quest Systems, Inc	Bicycle Safety Program	$ 3,400	$ 2,900	$1,532.91
PS	402PS	HS1-2018-Hornell City PD -00144-(051)	Hornell City Police Department	Keep Your Head in the Game	$ 600.	$ 500	$500.00
PS	402PS	HS1-2018-Jefferson Co PH Srvcs.-00004-(023)	Jefferson County Public Health Services	Super Safety Citizens	$ 19,491	$ 13,713	$13,606.50
PS	402PS	HS1-2018-Nachas Health Family-00206-(024)	Nachas Health & Family Network Inc	Bicycle Safety Campaign	$ 11,191	$ 3,750	$3,744.00
PS	402PS	HS1-2018-NY Bicycling Coalition In-00242-(088)	New York Bicycling Coalition, Inc.	Transforming NYS into a Leader in Bike & Pedestrian Safety	$ 484,600	$ 230,000	$132,806.32
PS	402PS	HS1-2018-NY Coalition Safety Belt-00213-(030)	NY Coalition For Safety Belt Use	Nassau County Pedestrian/Bicycle Safety Program	$ 40,000	$ 40,000	$38,818.59
PS	FHPE	HS1-2018-Rockland DOH-00079-(044)	Rockland County Department of Health	Pedestrian & Bicycling Injury Prevention Education in Ramapo	$ 47,412	$ 43,912	$31,587.42
PS	FHPE	HS1-2018-Schenectady Cty PHS-00153-(047)	Schenectady County Public Health Services	Schenectady County Pedestrian Safety Education Project	$ 18,000	$ 18,000	$7,671.09
PS	402PS	HS1-2018-Steuben Co SO -00032-(051)	Steuben County Sheriff's Office	Sheriff's Community Outreach Bicycle Safety Program	$ 3,000	$ 2,000	$2,000.00
PS	FHPE	HS1-2018-Suffolk Co Health-00190-(052)	Suffolk County Dept of Health Services	Suffolk County Pedestrian Safety Education Plan	$ 61,782	$ 61,782	$61,437.41
PS	FHPE	HS1-2018-Troy City PD -00154-(042)	Troy City Police Department	Pedestrian/Bicyclist Education and Enforcement	$ 13,500	$ 6,000	$5,055.73

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PS	FHPE	HS1-2018-White Plains Dept PS-00207-(060)	White Plains Department Public Safety	Pedestrian Safety Initiatve	$ 11,500	$ 9,000	$9,000.00
				Pedestrian, Bicycle and Wheel-Sport Safety Total	**$ 994,971**	**$ 468,956**	**$ 340,037**
				Occupant Protection			
BU	402PT	HS1-2018-NYPD -00021-(077)	New York City Police Department	New York City Safety Restraint Enforcement Program	$ 377,050	$ 377,050	$370,342.14
BU	402PT	HS1-2018-NYS Police -00193-(099)	New York State Police	Occupant Protection Enforcement Program Buckle Up New York	$ 242,225	$ 242,225	$151,609.18
BU	402PT	HS1-2018-NYS Pks/Rec/Hist Prsv-00165-(099)	NYS Office of Parks, Recreation, and Historical Preserve	NYS Park Police Occupant Protection Grant	$ 61,000	$ 61,000	$60,451.17
CS	M1CPS	CPS-2018-Action For a Better Com.-00029-(028)	Action For a Better Community, Inc.	Child Passenger Safety Program	$ 7,000	$ 7,000	$4,257.44
CS	M1CPS	CPS-2018-Albany TSB-00010-(001)	Albany County Traffic Safety Board	Child Passenger Safety Program	$ 36,000	$ 35,000	$34,930.99
CS	M1CPS	CPS-2018-Albany Med. Col.-00180-(088)	Albany Medical College	Child Passenger Safety Program	$ 28,000	$ 27,800	$24,522.81
CS	M1CPS	CPS-2018-Albion Village PD -00158-(037)	Albion Village Police Department	Child Passenger Safety Program	$ 2,200	$ 2,200	$1,542.98
CS	M1CPS	CPS-2018-Amityville Village PD -00127-(052)	Amityville Village Police Department	Child Passenger Safety Program	$ 2,000	$ 2,000	$1,081.48
CS	M1CPS	CPS-2018-Angola FD-00119-(015)	Angola Fire Department	Child Passenger Safety Program	$ 2,250	$ 2,100	$1,068.78
CS	M1CPS	CPS-2018-Arcade Village PD -00156-(061)	Arcade Village Police Department	Child Passenger Safety Program	$ 7,580	$ 3,750	$3,138.90
CS	M1CPS	CPS-2018-Ardent Solutions-00173-(088)	Ardent Solutions, Inc.	Child Passenger Safety Program	$ 26,397	$ 26,000	$26,000.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Ardsley Village PD -00153-(060)	Ardsley Village Police Department	Child Passenger Safety Program	$ 5,500	$ 3,700	$1,999.99
CS	M1CPS	CPS-2018-Ardsley Village PD -00162-(060)	Ardsley Village Police Department	Child Passenger Safety Program	$ 13,500	$ 6,200	$2,904.99
CS	M1CPS	CPS-2018-Attica Village PD-00057-(061)	Attica Village Police Department	Child Passenger Safety Program	$ 6,300	$ 4,700	$2,716.74
CS	M1CPS	CPS-2018-Batavia FD-00088-(019)	Batavia City Fire Department	Child Passenger Safety Program	$ 6,000	$ 2,400	$675.00
CS	M1CPS	CPS-2018-Bath Village PD -00152-(051)	Bath Village Police Department	Child Passenger Safety Program	$ 1,500	$ 1,500	$699.00
CS	M1CPS	CPS-2018-Beacon City PD -00008-(014)	Beacon City Police Department	Child Passenger Safety Program	$ 6,500	$ 2,950	$1,925.07
CS	M1CPS	CPS-2018-Bedford Town PD -00036-(060)	Bedford Town Police Department	Child Passenger Safety Program	$ 2,655	$ 2,600	$1,137.40
CS	M1CPS	CPS-2018-Boonville Village PD -00081-(033)	Boonville Village Police Department	Child Passenger Safety Program	$ 6,000	$ 3,250	$1,618.10
CS	M1CPS	CPS-2018-Broome Co Health-00044-(004)	Broome County Health Dept	Child Passenger Safety Program	$ 26,076	$ 25,900	$24,917.21
CS	M1CPS	CPS-2018-Canandaigua City PD -00202-(035)	Canandaigua City Police Department	Child Passenger Safety Program	$ 1,300	$ 1,300	$792.00
CS	M1CPS	CPS-2018-Carthage Area Hosp.-00003-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	$ 5,345	$ 3,345	$2,590.94
CS	M1CPS	CPS-2018-Cath Charity Onon-00046-(034)	Catholic Charities of the Roman Catholic Diocese of Syracuse	Child Passenger Safety Program	$ 5,500	$ 5,500	$4,992.84
CS	M1CPS	CPS-2018-Catholic Health -00012-(015)	Catholic Health System, Inc.	Child Passenger Safety Program	$ 12,914	$ 11,800	$11,800.00
CS	M1CPS	CPS-2018-Catskill Village PD -00147-(020)	Catskill Village Police Department	Child Passenger Safety Program	$ 6,500	$ 1,800	$1,259.06
CS	M1CPS	CPS-2018-Cattaraugus Co SO -00117-(005)	Cattaraugus County Sheriff's Office	Child Passenger Safety Program	$ 4,800	$ 4,000	$3,436.24

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Cayuga Co SO -00035-(006)	Cayuga County Sheriff's Office	Child Passenger Safety Program	$ 2,000	$ 2,000	$245.00
CS	M1CPS	CPS-2018-Cayuga/Seneca Action -00129-(006)	Cayuga/Seneca Community Action Agency, Inc.	Child Passenger Safety Program	$ 16,900	$ 16,900	$12,426.21
CS	M1CPS	CPS-2018-Chautauqua CSEV-00142-(007)	Chautauqua Children's Safety Education Village, Inc.	Child Passenger Safety Program	$ 3,180	$ 1,800	$1,799.85
CS	M1CPS	CPS-2018-Chautauqua Co SO -00232-(007)	Chautauqua County Sheriff's Office	Child Passenger Safety Program	$ 5,046	$ 3,500	$3,500.00
CS	M1CPS	CPS-2018-Chenango Co SO -00084-(009)	Chenango County Sheriff's Office	Child Passenger Safety Program	$ 12,200	$ 12,200	$8,633.15
CS	M1CPS	CPS-2018-Chester Town PD -00016-(036)	Chester Town Police Department	Child Passenger Safety Program	$ 3,145	$ 3,050	$970.50
CS	M1CPS	CPS-2018-Child & Family Resources-00228-(035)	Child & Family Resources, Inc.	Child Passenger Safety Program	$ 5,300	$ 5,300	$4,284.14
CS	M1CPS	CPS-2018-Clinton Co SO -00021-(010)	Clinton County Sheriff's Office	Child Passenger Safety Program	$ 20,400	$ 7,400	$4,649.48
CS	M1CPS	CPS-2018-Columbia Co SO -00157-(011)	Columbia County Sheriff's Office	Child Passenger Safety Program	$ 6,000	$ 4,000	$3,236.88
CS	M1CPS	CPS-2018-Comm Outreach-00025-(044)	Community Outreach Center	Child Passenger Safety Program	$ 4,500	$ 4,450	$4,449.99
CS	M1CPS	CPS-2018-Cornell Coop Schenectady-00109-(047)	Cornell Cooperative Extension Association of Schenectady County	Child Passenger Safety Program	$ 5,550	$ 5,500	$4,924.74
CS	M1CPS	CPS-2018-Cornell Coop Livingston -00095-(026)	Cornell Cooperative Extension of Livingston County	Child Passenger Safety Program	$ 14,500	$ 14,500	$13,229.33

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	HS1-2017-Cornell Coop Saratoga Co-00027-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program		$ -	($6,060.00)
CS	M1*CP	HS1-2017-Cornell Coop Saratoga Co-00027-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program		$ -	$6,060.00
CS	M1CPS	CPS-2018-Cornell Coop Saratoga Co-00037-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program	$ 25,610	$ 25,500	$23,141.71
CS	M1CPS	CPS-2018-Cornell Univ - 00090-(055)	Cornell University - Police	Child Passenger Safety Program	$ 1,700	$ 1,700	$1,679.39
CS	M1CPS	CPS-2018-Cornerstone-00018-(036)	Cornerstone Family Healthcare	Child Passenger Safety Program	$ 3,000	$ 3,000	$2,978.91
CS	M1CPS	CPS-2018-Cortland County HD-00128-(012)	Cortland County Health Department	Child Passenger Safety Program	$ 11,940	$ 11,900	$8,967.31
CS	M1CPS	CPS-2018-Cortland Co SO -00149-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	$ 3,000	$ 2,500	$1,916.37
CS	M1CPS	CPS-2018-Delaware Co PH-00031-(013)	Delaware County Public Health	Child Passenger Safety Program	$ 25,000	$ 25,000	$21,173.75
CS	M1CPS	CPS-2018-Dix Hill FD-00132-(052)	Dix Hills Fire District	Child Passenger Safety Program	$ 3,200	$ 2,000	$1,723.00
CS	M1CPS	CPS-2018-Dutchess Co TSB-00047-(014)	Dutchess County Traffic Safety Board	Child Passenger Safety Program	$ 12,700	$ 10,200	$9,139.83
CS	M1CPS	CPS-2018-EAC inc-00006-(088)	EAC INC	Child Passenger Safety Program	$ 30,000	$ 30,000	$26,624.04
CS	M1CPS	CPS-2018-East Hampton Vil. PD -00102-(052)	East Hampton Village Police Department	Child Passenger Safety Program	$ 1,750	$ 1,750	$731.52
CS	M1CPS	CPS-2018-Ellenville Village PD-00226-(056)	Ellenville Village Police Department	Child Passenger Safety Program	$ 4,000	$ 1,500	$597.85

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Erie Co TS-00209-(015)	Erie County Office of Traffic Safety	Child Passenger Safety Program	$ 3,050	$ 2,900	$780.00
CS	M1CPS	CPS-2018-Essex Co PH-00075-(016)	Essex County Public Health	Child Passenger Safety Program	$ 2,200	$ 2,100	$2,074.69
CS	M1CPS	CPS-2018-Essex Co TS-00135-(016)	Essex County Traffic Safety	Child Passenger Safety Program	$ 5,400	$ 3,500	$2,244.31
CS	M1CPS	CPS-2018-Family Woodstock-00108-(056)	Family of Woodstock Inc	Child Passenger Safety Program	$ 6,000	$ 2,600	$2,131.48
CS	M1CPS	CPS-2018-Franklin Co TSB-00188-(017)	Franklin County Traffic Safety Board	Child Passenger Safety Program	$ 5,450	$ 2,050	$983.92
CS	M1CPS	CPS-2018-Fulton Co Health-00104-(018)	Fulton County Public Health	Child Passenger Safety Program	$ 4,100	$ 4,100	$2,951.01
CS	M1CPS	CPS-2018-Gates Vol. Amb. Svc., Inc-00049-(028)	Gates Volunteer Ambulance Service Inc	Child Passenger Safety Program	$ 3,650	$ 3,650	$1,289.37
CS	M1CPS	CPS-2018-Genesee Co SO -00236-(019)	Genesee County Sheriff's Office	Child Passenger Safety Program	$ 3,600	$ 2,900	$1,542.40
CS	M1CPS	CPS-2018-Glenville Town PD -00113-(047)	Glenville Town Police Department	Child Passenger Safety Program	$ 2,900	$ 2,900	$635.00
CS	M1CPS	CPS-2018-Goshen Village PD -00107-(036)	Goshen Village Police Department	Child Passenger Safety Program	$ 2,505	$ 2,450	$1,425.16
CS	M1CPS	CPS-2018-Greenwood Lake Village PD -00134-(036)	Greenwood Lake Village Police Department	Child Passenger Safety Program	$ 500	$ 500	$50.00
CS	M1CPS	CPS-2018-Hamilton Co Health-00040-(021)	Hamilton County Public Health Nursing Service	Child Passenger Safety Program	$ 2,800	$ 2,600	$634.68
CS	M1CPS	CPS-2018-Health Quest-00120-(014)	Health Quest Systems, Inc	Child Passenger Safety Program	$ 3,300	$ 3,300	$3,106.21
CS	M1CPS	CPS-2018-Ilion Village PD -00146-(022)	Ilion Village Police Department	Child Passenger Safety Program	$ 15,000	$ 12,550	$10,945.02

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Integrated Com Oswego-00020-(038)	Integrated Community Planning of Oswego County inc	Child Passenger Safety Program	$ 15,038	$ 15,000	$8,508.52
CS	M1CPS	CPS-2018-Irvington Village PD -00235-(060)	Irvington Village Police Department	Child Passenger Safety Program	$ 2,800	$ 2,100	$1,541.83
CS	M1CPS	CPS-2018-Jefferson Co SO -00034-(023)	Jefferson County Sheriff's Office	Child Passenger Safety Program	$ 3,000	$ 3,000	$1,279.85
CS	M1CPS	CPS-2018-Lakewood Busti PD -00176-(007)	Lakewood Busti Police Department	Child Passenger Safety Program	$ 2,300	$ 1,500	$1,500.00
CS	M1CPS	CPS-2018-Lewis Co Opportunities, I-00039-(025)	Lewis County Opportunities, Inc.	Child Passenger Safety Program	$ 4,950	$ 4,950	$4,950.00
CS	M1CPS	CPS-2018-Lewiston Town PD -00013-(032)	Lewiston Town Police Department	Child Passenger Safety Program	$ 1,250	$ 1,250	$958.68
CS	M1CPS	CPS-2018-LIJ Medical Ctr-00207-(041)	Long Island Jewish Medical Center	Child Passenger Safety Program	$ 11,140	$ 11,140	$8,714.55
CS	M1CPS	CPS-2018-Madison Co DOH-00103-(027)	Madison County DOH	Child Passenger Safety Program	$ 7,000	$ 7,000	$4,999.63
CS	M1CPS	CPS-2018-Maimonides med cent-00208-(024)	Maimonides Medical Center	Child Passenger Safety Program	$ 37,800	$ 12,400	$9,357.15
CS	M1CPS	CPS-2018-Manlius Town PD -00065-(034)	Manlius Town Police Department	Child Passenger Safety Program	$ 6,700	$ 4,000	$1,972.75
CS	M1CPS	CPS-2018-Bassett Healthcare-00154-(039)	Mary Imogene Bassett Hospital	Child Passenger Safety Program	$ 4,000	$ 1,750	$1,666.60
CS	M1CPS	CPS-2018-Middletown City PD -00178-(036)	Middletown City Police Department	Child Passenger Safety Program	$ 6,000	$ 5,000	$4,999.02
CS	M1CPS	CPS-2018-Mohawk Valley Refugee-00014-(033)	Mohawk Valley Resource Center for Refugees	Child Passenger Safety Program	$ 14,500	$ 14,500	$14,500.00
CS	M1CPS	CPS-2018-Monroe Co TS-00002-(028)	Monroe County Traffic Safety	Child Passenger Safety Program	$ 12,000	$ 9,500	$9,488.85

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Monroe Village PD -00032-(036)	Monroe Village Police Department	Child Passenger Safety Program	$ 2,200	$ 2,200	$1,431.65
CS	M1CPS	CPS-2018-Montgomery Co Health-00023-(029)	Montgomery County Public Health	Child Passenger Safety Program	$ 2,330	$ 2,330	$2,217.79
CS	M1CPS	CPS-2018-Montgomery Village PD -00015-(036)	Montgomery Village Police Department	Child Passenger Safety Program	$ 850	$ 850	$530.26
CS	M1CPS	CPS-2018-Mt. Pleasant Town PD -00028-(060)	Mt. Pleasant Town Police Department	Child Passenger Safety Program	$ 4,200	$ 4,000	$918.00
CS	M1CPS	CPS-2018-Nachas Health Family-00196-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	$ 12,000	$ 7,000	$7,000.00
CS	M1CPS	CPS-2018-New Paltz Town & Village -00138-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program	$ 1,700	$ 1,700	$1,432.85
CS	M1CPS	CPS-2018-NYC DOT-00168-(077)	New York City DOT	Child Passenger Safety Program	$ 27,500	$ 27,500	$23,902.70
CS	M1CPS	CPS-2018-Niagara Co SO -00041-(032)	Niagara County Sheriff's Office	Child Passenger Safety Program	$ 10,000	$ 7,800	$5,326.72
CS	M1CPS	CPS-2018-Niagara Falls City PD -00231-(032)	Niagara Falls City Police Department	Child Passenger Safety Program	$ 2,500	$ 2,500	$585.00
CS	M1CPS	CPS-2018-Niskayuna Town PD -00070-(047)	Niskayuna Town Police Department	Child Passenger Safety Program	$ 2,200	$ 2,200	$2,014.90
CS	M1CPS	CPS-2018-North Castle Town PD -00082-(060)	North Castle Town Police Department	Child Passenger Safety Program	$ 9,400	$ 2,300	$2,037.38
CS	M1CPS	CPS-2018-North Country Ministry-00230-(057)	North Country Ministry	Child Passenger Safety Program	$ 6,855	$ 6,850	$2,717.97
CS	M1CPS	CPS-2018-North Evans Fire Dist-00097-(015)	North Evans Fire District	Child Passenger Safety Program	$ 5,000	$ 3,400	$3,366.83
CS	M1CPS	CPS-2018-North Greece Fire Dist-00005-(028)	North Greece Fire District	Child Passenger Safety Program	$ 7,000	$ 7,000	$3,632.05

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-North Syracuse Village PD -00098-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	$ 1,650	$ 1,650	$1,569.28
CS	M1CPS	CPS-2018-North Tonawanda City PD -00051-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	$ 13,000	$ 5,500	$5,237.70
CS	M1CPS	CPS-2018-NY Coalition Safety Belt-00186-(030)	NY Coalition For Safety Belt Use	Child Passenger Safety Program	$ 6,500	$ 6,500	$5,986.00
CS	M1CPS	CPS-2018-Oneida Co Health-00071-(033)	Oneida County Health Dept	Child Passenger Safety Program	$ 16,000	$ 16,000	$14,337.43
CS	M1CPS	CPS-2018-Oneida Co SO -00177-(033)	Oneida County Sheriff's Office	Child Passenger Safety Program	$ 1,000	$ 1,000	$800.00
CS	M1CPS	CPS-2018-Onondaga Co SO -00093-(034)	Onondaga County Sheriff's Office	Child Passenger Safety Program	$ 6,000	$ 5,000	$2,847.00
CS	M1CPS	CPS-2018-Ontario Co SO -00203-(035)	Ontario County Sheriff's Office	Child Passenger Safety Program	$ 4,750	$ 4,750	$2,289.39
CS	M1CPS	CPS-2018-Orange Co-00121-(036)	Orange County Dept of Emergency Services	Child Passenger Safety Program	$ 5,000	$ 3,750	$3,493.22
CS	M1CPS	CPS-2018-Orange Med Ctr-00079-(036)	Orange Regional Medical Center	Child Passenger Safety Program	$ 4,000	$ 4,000	$2,658.05
CS	M1CPS	CPS-2018-Orchard Park Town PD -00064-(015)	Orchard Park Town Police Department	Child Passenger Safety Program	$ 2,600	$ 1,850	$1,215.12
CS	M1CPS	CPS-2018-Orleans Co SO-00145-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	$ 8,000	$ 4,000	$3,971.14
CS	M1CPS	CPS-2018-Otsego TSB-00161-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	$ 10,000	$ 10,000	$6,697.39
CS	M1CPS	CPS-2018-Peekskill City PD -00056-(060)	Peekskill City Police Department	Child Passenger Safety Program	$ 1,100	$ 1,100	$717.48
CS	M1CPS	CPS-2018-Poughkeepsie City PD -00170-(014)	Poughkeepsie City Police Department	Child Passenger Safety Program	$ 3,700	$ 2,000	$1,915.43

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Putnam Co SO -00136-(040)	Putnam County Sheriff's Office	Child Passenger Safety Program	$ 5,500	$ 4,000	$2,980.91
CS	M1CPS	CPS-2018-Quogue Village PD -00086-(052)	Quogue Village Police Department	Child Passenger Safety Program	$ 1,700	$ 1,700	$1,327.72
CS	M1CPS	CPS-2018-Rensselaer City PD-00140-(042)	Rensselaer City Police Department	Child Passenger Safety Program	$ 4,200	$ 3,000	$2,443.91
CS	M1CPS	CPS-2018-Rochester City PD -00022-(028)	Rochester City Police Department	Child Passenger Safety Program	$ 2,450	$ 2,400	$1,756.87
CS	M1CPS	CPS-2018-Rockland Co SO -00106-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program	$ 4,500	$ 3,500	$1,995.30
CS	M1CPS	CPS-2018-Rome City PD -00043-(033)	Rome City Police Department	Child Passenger Safety Program	$ 4,000	$ 1,500	$805.28
CS	M1CPS	CPS-2018-Rotterdam Town PD -00224-(047)	Rotterdam Town Police Department	Child Passenger Safety Program	$ 8,193	$ 5,800	$3,080.72
CS	M1CPS	CPS-2018-Rye Brook Village PD-00133-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	$ 6,000	$ 3,500	$666.47
CS	M1CPS	CPS-2018-Saugerties Town PD -00007-(056)	Saugerties Town Police Department	Child Passenger Safety Program	$ 2,250	$ 2,250	$1,046.53
CS	M1CPS	CPS-2018-Schenectady Co SO -00191-(047)	Schenectady County Sheriff's Office	Child Passenger Safety Program	$ 1,000	$ 1,000	$735.00
CS	M1CPS	CPS-2018-Schoharie Co Health-00116-(048)	Schoharie County Health Department	Child Passenger Safety Program	$ 6,000	$ 6,000	$6,000.00
CS	M1CPS	CPS-2018-Scotia Village PD -00205-(047)	Scotia Village Police Department	Child Passenger Safety Program	$ 1,500	$ 1,500	$500.00
CS	M1CPS	CPS-2018-Seneca Falls Twn PD-00067-(050)	Seneca Falls Town Police Department	Child Passenger Safety Program	$ 4,323	$ 4,250	$2,922.03
CS	M1CPS	CPS-2018-S. Nyack-Grand View PD -00096-(044)	South Nyack-Grand View Village Police Department	Child Passenger Safety Program	$ 2,500	$ 2,300	$1,471.20
CS	M1CPS	CPS-2018-Southampton Town PD -00069-(052)	Southampton Town Police Department	Child Passenger Safety Program	$ 13,098	$ 5,000	$2,882.06

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Spring Valley Village PD -00060-(044)	Spring Valley Village Police Department	Child Passenger Safety Program	$ 2,155	$ 2,155	$228.99
CS	M1CPS	CPS-2018-St. Lawrence Co Com. Srvc-00009-(045)	St. Lawrence County Community Services	Child Passenger Safety Program	$ 12,500	$ 12,500	$11,087.15
CS	M1CPS	CPS-2018-St. Mary's Hosp. for Chil-00187-(041)	St. Mary's Hosp for Children	Child Passenger Safety Program	$ 4,290	$ 4,290	$4,019.26
CS	M1CPS	CPS-2018-Steuben Co SO -00011-(051)	Steuben County Sheriff's Office	Child Passenger Safety Program	$ 12,000	$ 12,000	$11,655.88
CS	M1CPS	CPS-2018-Stony Point Town PD -00131-(044)	Stony Point Town Police Department	Child Passenger Safety Program	$ 3,300	$ 2,600	$1,999.20
CS	M1CPS	CPS-2018-Suffolk Co SO -00019-(052)	Suffolk County Sheriff's Office	Child Passenger Safety Program	$ 8,000	$ 5,500	$4,216.60
CS	M1CPS	CPS-2018-Sullivan Co-00004-(053)	Sullivan County	Child Passenger Safety Program	$ 14,500	$ 14,500	$14,500.00
CS	M1CPS	CPS-2018-SUNY Alfred PD-00089-(099)	SUNY Police Alfred State University	Child Passenger Safety Program	$ 2,000	$ 2,000	$1,387.91
CS	M1CPS	CPS-2018-The Safest Seat, Inc-00200-(024)	The Safest Seat, Inc	Child Passenger Safety Program	$ 15,200	$ 8,500	$1,235.63
CS	M1CPS	CPS-2018-Tioga Co Health-00042-(054)	Tioga County Health Dept	Child Passenger Safety Program	$ 5,000	$ 5,000	$3,953.50
CS	M1CPS	CPS-2018-Tonawanda City PD -00099-(015)	Tonawanda City Police Department	Child Passenger Safety Program	$ 4,300	$ 2,700	$2,523.49
CS	M1CPS	CPS-2018-Troy City PD -00155-(042)	Troy City Police Department	Child Passenger Safety Program	$ 4,000	$ 1,500	$1,074.28
CS	M1CPS	CPS-2018-Tuckahoe Village PD -00150-(060)	Tuckahoe Village Police Department	Child Passenger Safety Program	$ 4,100	$ 2,300	$1,985.82
CS	M1CPS	CPS-2018-Ulster Co CC-00048-(056)	Ulster Co. Community College	Child Passenger Safety Program	$ 3,700	$ 3,700	$1,832.32

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	CPS-2018-Ulster Co SO -00182-(056)	Ulster County Sheriff's Office	Child Passenger Safety Program	$ 6,500	$ 6,500	$5,976.26
CS	M1CPS	CPS-2018-Ulster Town PD -00111-(056)	Ulster Town Police Department	Child Passenger Safety Program	$ 2,250	$ 2,250	$853.10
CS	M1CPS	CPS-2018-UR Injury Free Coal.-00030-(028)	University of Rochester	Child Passenger Safety Program	$ 4,500	$ 4,500	$4,452.24
CS	M1CPS	CPS-2018-Utica City PD -00092-(033)	Utica City Police Department	Child Passenger Safety Program	$ 2,490	$ 2,450	$2,409.07
CS	M1CPS	CPS-2018-Walden Village PD -00087-(036)	Walden Village Police Department	Child Passenger Safety Program	$ 3,000	$ 3,000	$1,280.17
CS	M1CPS	CPS-2018-Wallkill Town PD-00144-(036)	Wallkill Town Police Department	Child Passenger Safety Program	$ 3,400	$ 2,750	$2,735.79
CS	M1CPS	CPS-2018-Warwick Town PD -00225-(036)	Warwick Town Police Department	Child Passenger Safety Program	$ 1,800	$ 1,800	$1,800.00
CS	M1CPS	CPS-2018-Washington Co Health-00137-(058)	Washington County Health	Child Passenger Safety Program	$ 13,500	$ 13,500	$10,259.48
CS	M1CPS	CPS-2018-Waterloo Village PD -00201-(050)	Waterloo Village Police Department	Child Passenger Safety Program	$ 1,950	$ 1,950	$1,180.00
CS	M1CPS	CPS-2018-Wayne Co Health-00130-(059)	Wayne County Public Health	Child Passenger Safety Program	$ 4,424	$ 4,400	$3,001.63
CS	M1CPS	CPS-2018-Wayne Co SO -00179-(059)	Wayne County Sheriff's Office	Child Passenger Safety Program	$ 4,425	$ 4,000	$3,183.41
CS	M1CPS	CPS-2018-White Plains Dept PS-00189-(060)	White Plains Department Public Safety	Child Passenger Safety Program	$ 4,100	$ 2,850	$1,157.56
CS	M1CPS	CPS-2018-Whitestown Town PD -00053-(033)	Whitestown Town Police Department	Child Passenger Safety Program	$ 5,500	$ 4,300	$3,313.31
CS	M1CPS	CPS-2018-Wyoming Co-00240-(061)	Wyoming County	Child Passenger Safety Program	$ 3,600	$ 3,500	$3,203.57
CS	M1CPS	CPS-2018-Yates Co SO -00123-(062)	Yates County Sheriff's Office	Child Passenger Safety Program	$ 4,000	$ 4,000	$3,535.59

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
OP	M1CPS	HS1-2018-EAC inc-00005-(088)	EAC INC	Kids Cars -n- Consequences	$ 108,252	$ 108,252	$104,527.77
OP	M1CPS	HS1-2018-Harlem Hosp Inj Prev-00204-(077)	New York City Health & Hospital Corp	Car Seat for Kids: The New York City Program, Community Educ	$ 128,056	$ 125,856	$97,885.70
OP	M1CPS	HS1-2018-NYS Police -00194-(099)	New York State Police	Child Passenger Safety Education and Support	$ 347,001	$ 347,001	$251,912.20
OP	M1CPS	HS1-2018-NYS Assoc TSB-00080-(088)	NYS Assoc of Traffic Safety Boards Programs inc	EDUCATIONAL ENRICHMENT	$ 39,800	$ 39,800	$25,973.39
OP	M1CPS	HS1-2018-NYS Assoc TSB-00081-(088)	NYS Assoc of Traffic Safety Boards Programs inc	CPS STATEWIDE TRAINING AND NATIONAL CPS WEEK	$ 222,500	$ 222,500	$136,514.49
OP	M1CPS	HS1-2018-NYS Assoc TSB-00082-(088)	NYS Assoc of Traffic Safety Boards Programs inc	CPS REGIONAL CONFERENCE	$ 123,500	$ 123,000	$83,122.89
OP	M1CPS	HS1-2018-St. Mary's Hosp. for Chil-00178-(041)	St. Mary's Hosp for Children	St. Mary;s Highway Safety Program	$ 23,813	$ 23,813	$21,107.95
				Occupant Protection Total	**$ 2,804,316**	**$ 2,570,752**	**$ 1,981,212**
			Traffic Records				
TR	M3DA	HS1-2018-HRI/NYS DOH-00177-(088)	Health Research Inc/NYS DOH	Incorporating Emergency Medical Services Data into CODES	$ 110,000	$ 110,000	$53,670.49
TR	M3DA	HS1-2018-NYPD -00227-(077)	New York City Police Department	Electronic Reporting to NYS	$ 2,042,200	$ 2,042,200	$2,042,199.96
TR	M3DA	HS1-2018-NYS Police -00162-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	$ 1,202,775	$ 1,202,775	$750,498.78
TR	M3DA	HS1-2018-NYS DMV-00051-(099)	NYS Department of Motor Vehicles	FARS Supplemental	$ 5,000	$ 5,000	$5,000.00
TR	M3DA	HS1-2018-NYS UCS-00202-(099)	NYS Unified Court System	UCMS IID and Treatment Linkages	$ 121,860	$ 121,860	$114,411.60

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
TR	M3DA	HS1-2018-NYS UCS-00203-(099)	NYS Unified Court System	UCMS Traffic Ticket Number Automated Generation	$ 365,580	$ 365,580	$358,685.47
TR	402TR	HS1-2018-ITSMR-00161-(088)	Research Foundation of SUNY	Research, Eval. & Anal. Support for Traffic Safety in NYS	$ 967,336	$ 967,336	$816,530.31
TR	402TR	HS1-2018-ITSMR-00167-(088)	Research Foundation of SUNY	Data Services for Traffic Safety	$ 437,612	$ 437,612	$315,594.43
TR	M3DA	HS1-2018-ITSMR-00168-(088)	Research Foundation of SUNY	Expansion of Traffic Safety Statistical Repository (TSSR)	$ 514,586	$ 514,586	$358,795.15
				Traffic Records Total	**$ 6,386,949**	**$ 6,386,949**	**$ 4,815,386**
			Community Traffic Safety Programs				
CP	M1CPS	HS1-2018-Albany TSB-00012-(001)	Albany County Traffic Safety Board	2018 Comprehensive Highway Safety Grant	$ 89,302	$ 81,000	$80,999.83
CP	402CP	HS1-2018-Ardent Solutions-00229-(088)	Ardent Solutions, Inc.	Mobility Safety Across the Lifespan	$ 71,985	$ 71,985	$69,119.32
CP	M6OT	HS1-2018-Assoc Community Parent Cn-00157-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk, Drugged, Distracted Driving	$ 20,000	$ 20,000	$18,821.50
CP	402CP	HS1-2018-Assoc Community Parent Cn-00157-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk, Drugged, Distracted Driving	$ 60,000	$ 60,000	$61,178.15
CP	402CP	HS1-2018-Broome Co Health-00015-(004)	Broome County Health Dept	Broome County Traffic Safety Community Outreach Project	$ 106,043	$ 82,381	$80,924.33
CP	402CP	HS1-2018-CTANY-00101-(088)	Cable Telecommunications Association of NY Inc	CTANY Multi-Media Outreach -- GTSC 2018	$ 585,000	$ 575,000	$575,090.06
CP	M6OT	HS1-2018-CTANY-00101-(088)	Cable Telecommunications Association of NY Inc	CTANY Multi-Media Outreach -- GTSC 2018	$ 400,000	$ 400,000	$399,909.94
CP	402CP	HS1-2018-Chautauqua CSEV-00105-(007)	Chautauqua Children's Safety Education Village, Inc.	Chautauqua Child Safety Program	$ 7,656	$ 5,832	$5,832.00

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	HS1-2018-Clinton Co SO - 00016-(010)	Clinton County Sheriff's Office	Clinton County Community based Highway Safety Program	$ 30,704	$ 28,509	$20,840.36
CP	402CP	HS1-2018-Cornell Coop Livingston -00093-(026)	Cornell Cooperative Extension of Livingston County	Traffic Safety Education supported by Policy	$ 51,676	$ 50,176	$39,118.02
CP	M1CPS	HS1-2018-Cornell Coop Saratoga Co-00029-(046)	Cornell Cooperative Extension of Saratoga County	Occupant Protection Education	$ 72,968	$ 65,518	$60,261.71
CP	402CP	HS1-2018-Cortland County HD-00108-(012)	Cortland County Health Department	Cortland County Injury Prevention and Traffic Safety Program	$ 53,073	$ 40,094	$30,595.49
CP	402CP	HS1-2018-Dutchess Co TSB-00046-(014)	Dutchess County Traffic Safety Board	Multifaceted Injury and Crash Prevention Initiative	$ 58,870	$ 57,095	$55,057.96
CP	402CP	HS1-2018-Essex Co TS-00140-(016)	Essex County Traffic Safety	Traffic Safety Task Force	$ 22,000	$ 22,000	$22,000.00
CP	402CP	HS1-2018-Franklin Co TSB-00180-(017)	Franklin County Traffic Safety Board	Education, Enforcement and Dispositions	$ 34,000	$ 32,500	$21,239.19
CP	402CP	HS1-2018-HRI/NYS DOH-00104-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	$ 543,021	$ 536,721	$483,245.72
CP	402CP	HS1-2018-Integrated Com Oswego-00125-(038)	Integrated Community Planning of Oswego County inc	Oswego County Highway Safety Grant	$ 67,207	$ 63,707	$56,037.70
CP	402CP	HS1-2018-Madison Co SO - 00151-(027)	Madison County Sheriff's Office	Madison County Traffic Safety Plan	$ 25,513	$ 25,513	$22,963.70
CP	402CP	HS1-2018-Mohawk Valley Refugee-00014-(033)	Mohawk Valley Resource Center for Refugees	MVRCR Multi-cultural Traffic Safety Program	$ 72,874	$ 67,874	$67,873.50
CP	402CP	HS1-2018-Monroe Co TS-00002-(028)	Monroe County Traffic Safety	Community Traffic Safety	$ 97,700	$ 97,700	$92,124.72
CP	402CP	HS1-2018-Nat Safety Council-00244-(088)	National Safety Council	New York Survivor Advocate Speaker Network Y18	$ 158,300	$ 143,300	$116,036.03

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	M1*CP	HS1-2018-NYC DOT-00159-(077)	New York City DOT	Vision Zero Education Initiatives (VZEI) Phase II	$ 100,000	$ 100,000	$91,882.44
CP	402CP	HS1-2018-NYC DOT-00159-(077)	New York City DOT	Vision Zero Education Initiatives (VZEI) Phase II	$ 529,917	$ 519,917	$477,726.14
CP	402CP	HS1-2018-Operation Lifesaver Inc-00066-(088)	New York Operation Lifesaver Inc	Operation Life Saver	$ 60,000	$ 60,000	$60,000.00
CP	402CP	HS1-2018-NYSPTA-00196-(088)	New York State Congress of Parents & Teachers	Every Child Travels Safely	$ 40,000	$ 38,000	$23,489.77
CP	402CP	HS1-2018-Niagara Co SO -00060-(032)	Niagara County Sheriff's Office	Traffic Safety Education Programs	$ 62,478	$ 62,478	$57,507.34
CP	402CP	HS1-2018-NY Coalition Safety Belt-00166-(041)	NY Coalition For Safety Belt Use	Queens County Traffic Safety Program	$ 88,300	$ 88,300	$85,959.42
CP	402CP	HS1-2018-NYS Broadcasters Assoc-00071-(088)	NYS Broadcasters Association	Public Awareness Outreach- Public Information & Education	$ 500,000	$ 500,000	$266,363.27
CP	M6OT	HS1-2018-NYS Broadcasters Assoc-00071-(088)	NYS Broadcasters Association	Public Awareness Outreach- Public Information & Education	$ 492,000	$ 492,000	$333,243.75
CP	M1CPS	HS1-2018-NYS Broadcasters Assoc-00071-(088)	NYS Broadcasters Association	Public Awareness Outreach- Public Information & Education	$ -		$155,035.58
CP	M9MA	HS1-2018-NYS Broadcasters Assoc-00071-(088)	NYS Broadcasters Association	Public Awareness Outreach- Public Information & Education	$ -		$25,666.06
CP	FHPE	HS1-2018-NYS Broadcasters Assoc-00071-(088)	NYS Broadcasters Association	Public Awareness Outreach- Public Information & Education	$ -		$164,048.43
CP	402CP	HS1-2018-NYS DMV-00023-(099)	NYS Department of Motor Vehicles	Coordination of Traffic Safety Statewide	$ 1,037,663	$ 1,984,663	$1,238,552.88

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	M6OT	HS1-2018-NYS DMV-00023-(099)	NYS Department of Motor Vehicles	Coordination of Traffic Safety Statewide	$ 700,000	$ 200,000	$159,474.34
CP	M1CPS	HS1-2018-NYS DMV-00023-(099)	NYS Department of Motor Vehicles	Coordination of Traffic Safety Statewide	$ 700,000	$ 200,000	$106,725.98
CP	M9MA	HS1-2018-NYS DMV-00023-(099)	NYS Department of Motor Vehicles	Coordination of Traffic Safety Statewide	$ 100,000	$ 140,000	$202,924.66
CP	FHPE	HS1-2018-NYS DMV-00023-(099)	NYS Department of Motor Vehicles	Coordination of Traffic Safety Statewide	$ 2,000	$ 15,000	$13,693.09
CP	402CP	HS1-2018-NYS DMV-00209-(099)	NYS Department of Motor Vehicles	2018 Comprehensive Traffic Safety Campaign	$ 32,000	$ 32,000	$15,440.53
CP	402CP	HS1-2018-Onondaga Co SO -00034-(034)	Onondaga County Sheriff's Office	Onondaga County Traffic Safety Program	$ 130,500	$ 115,500	$58,351.20
CP	402CP	HS1-2018-Orange Co-00130-(036)	Orange County Dept of Emergency Services	Orange County Traffic Safety Program	$ 63,371	$ 63,371	$58,678.78
CP	402CP	HS1-2018-Orchard Park Town PD -00107-(015)	Orchard Park Town Police Department	Teenage/Inexperienced Driver Safety	$ 16,800	$ 8,900	$7,752.25
CP	M6OT	HS1-2018-Outdoor Adv. Found. of NY-00132-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	$ 52,937	$ 52,937	$52,812.50
CP	402CP	HS1-2018-Outdoor Adv. Found. of NY-00132-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	$ 52,813	$ 52,813	$52,812.50
CP	402CP	HS1-2018-RF SUNY-Stony Brook-00067-(052)	Research Foundation of SUNY - Stony Brook U	Prevention of Drowsy Driving Curriculum Development	$ 167,987	$ 133,122	$109,530.59
CP	402CP	HS1-2018-St. Lawrence Co Com. Srvc-00028-(045)	St. Lawrence County Community Services	Safety for All Rural Road Users	$ 94,111	$ 94,111	$69,822.77
CP	402CP	HS1-2018-Ulster Co CC-00110-(056)	Ulster Co. Community College	Ulster County Comprehensive Community Traffic Safety Program	$ 81,424	$ 74,850	$72,703.52

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	HS1-2018-Westchester Co DPW/TS-00018-(060)	Westchester County DPW/Traffic Safety	Plan4Safety Community Traffic Safety Program	$ 201,524	$ 171,005	$168,304.05
RS	402RS	HS1-2018-NYS DOT-00127-(099)	NYS Department of Transportation	Traffic Incident Management Year 2018	$ 80,000	$ 80,000	$79,831.92
RS	402RS	HS1-2018-Parks and Trails NY-00232-(088)	Parks and Trails New York	Road and Trail Intersection Level of Safety Rating System	$ 38,540	$ 26,000	$24,498.90
SB	402SB	HS1-2018-NY Assoc for Pupil Transp-00237-(088)	NY Association for Pupil Transportation	INCREASING SAFETY BY INCREASING KNOWLEDGE	$ 20,364	$ 17,556	$9,208.56
				Community Traffic Safety Programs Total	**$ 8,157,536**	**$ 7,872,168**	**$ 6,621,310**
				Program Management			
PA	402PA	HS1-2018-GTSC-Agency-00009-(099)	NYSGTSC	Planning and Administration	$ 877,641	$ 877,641	$675,716.23
				Program Management Total	**$ 877,641**	**$ 877,641**	**$ 675,716**
				Time Extensions			
TE	M3DA	HS1-2018-NYS DOT-00035-(099)	NYS Department of Transportation	Safety Data Warehouse 2018 (formerly 2017-00215)	$ 250,000	$ 250,000	$24,097.50
TE	M3DA	HS1-2018-NYS DOT-00039-(099)	NYS Department of Transportation	ALIS Upgrade and Integration (formerly 2017-00064)	$ 250,000	$ 250,000	$20,502.65
TE	M3DA	HS1-2018-NYS DOT-00040-(099)	NYS Department of Transportation	CarCert Grant Year 2 (Formerly 2017-00219)	$ 198,702	$ 198,702	$138,152.00
AL	M6OT	HS1-2017-NYS Police -00112-(099)	New York State Police	Forensic Toxicologist Training	$ 13,761	$ 13,761	$9,033.82
				Time Extensions Total	**$ 1,612,463**	**$ 1,612,463**	**$ 191,786**
				Grand Total	**$ 39,460,365**	**$ 34,710,363**	**$ 27,540,655.14**

APPENDIX B

NEW YORK STATE
FFY 2018 APPROVED PROJECTS
NOT IMPLEMENTED

	Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
1	LE	402PT	PTS-2018-Camden Village PD - 00151-(033)	Camden Village Police Department	Police Traffic Services	$ 3,128	$ 1,700	$0.00
2	LE	402PT	PTS-2018-Corfu Village PD - 00351-(019)	Corfu Village Police Department	Police Traffic Services	$ 7,276	$ 1,105	$0.00
3	LE	402PT	PTS-2018-Dansville Village PD - 00319-(026)	Dansville Village Police Department	Police Traffic Services	$ 5,400	$ 2,385	$0.00
4	LE	402PT	PTS-2018-Deposit Village PD - 00221-(004)	Deposit Village Police Department	Police Traffic Services	$ 2,448	$ 1,728	$0.00
5	LE	402PT	PTS-2018-Dobbs Ferry Village PD -00339-(060)	Dobbs Ferry Village Police Department	Police Traffic Services	$ 12,725	$ 5,100	$0.00
6	LE	402PT	PTS-2018-Ellicottville Town PD - 00085-(005)	Ellicottville Town Police Department	Police Traffic Services	$ 4,975	$ 1,548	$0.00
7	LE	402PT	PTS-2018-Floral Park Village PD -00110-(030)	Floral Park Village Police Department	Police Traffic Services	$ 9,900	$ 6,050	$0.00
8	LE	402PT	PTS-2018-Franklinville Village PD -00270-(005)	Franklinville Village Police Department	Police Traffic Services	$ 1,820	$ 1,582	$0.00
9	LE	402PT	PTS-2018-Great Neck Estates Villag-00059-(030)	Great Neck Estates Village Police Department	Police Traffic Services	$ 15,000	$ 6,000	$0.00
10	LE	402PT	PTS-2018-Herkimer Village PD - 00119-(022)	Herkimer Village Police Department	Police Traffic Services	$ 8,240	$ 5,200	$0.00
11	LE	402PT	PTS-2018-Kingston City PD - 00344-(056)	Kingston City Police Department	Police Traffic Services	$ 13,770	$ 9,690	$0.00
12	LE	402PT	PTS-2018-Lackawanna City PD - 00267-(015)	Lackawanna City Police Department	Police Traffic Services	$ 19,080	$ 5,300	$0.00
13	LE	402PT	PTS-2018-Malone Village PD - 00108-(017)	Malone Village Police Department	Police Traffic Services	$ 1,400	$ 1,400	$0.00
14	LE	402PT	PTS-2018-Mt. Pleasant Town PD -00028-(060)	Mt. Pleasant Town Police Department	Police Traffic Services	$ 8,064	$ 4,680	$0.00
15	LE	402PT	PTS-2018-Ossining Village PD - 00334-(060)	Ossining Village Police Department	Police Traffic Services	$ 10,000	$ 7,200	$0.00
16	LE	402PT	PTS-2018-Otsego Co SO -00224-(039)	Otsego County Sheriff's Office	Police Traffic Services	$ 4,900	$ 2,730	$0.00
17	LE	402PT	PTS-2018-Oxford Village PD - 00197-(009)	Oxford Village Police Department	Police Traffic Services	$ 2,567	$ 2,193	$0.00

	Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
18	LE	402PT	PTS-2018-Red Hook Village PD-00175-(014)	Red Hook Village Police Department	Police Traffic Services	$ 8,540	$ 3,500	$0.00
19	LE	402PT	PTS-2018-Salamanca City PD -00209-(005)	Salamanca City Police Department	Police Traffic Services	$ 7,344	$ 2,160	$0.00
20	LE	402PT	PTS-2018-Solvay Village PD -00070-(034)	Solvay Village Police Department	Police Traffic Services	$ 11,220	$ 3,468	$0.00
21	LE	402PT	PTS-2018-Yorkville Village PD-00234-(033)	Yorkville Village Police Department	Police Traffic Services	$ 9,360	$ 3,666	$0.00
22	PS	402PS	HS1-2018-Cattaraugus Co SO -00122-(005)	Cattaraugus County Sheriff's Office	Cattaraugus County Sheriff Traffic Safety Education Program	$ 3,400	$ 1,500	$0.00
23	PS	402PS	HS1-2018-Wayne Co Health-00134-(059)	Wayne County Public Health	Wheel Sport Safety and Helmet Distribution Program	$ 3,355	$ 3,355	$0.00
24	CS	M1CPS	CPS-2018-Camillus Town & Village P-00054-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	$ 1,850	$ 1,800	$0.00
25	CS	M1CPS	CPS-2018-Cicero Town PD -00115-(034)	Cicero Town Police Department	Child Passenger Safety Program	$ 500	$ 500	$0.00
26	CS	M1CPS	CPS-2018-Corning City PD -00072-(051)	Corning City Police Department	Child Passenger Safety Program	$ 5,100	$ 2,500	$0.00
27	CS	M1CPS	CPS-2018-Cortland City PD-00223-(012)	Cortland City Police Department	Child Passenger Safety Program	$ 2,100	$ 2,050	$0.00
28	CS	M1CPS	CPS-2018-Dobbs Ferry Village PD -00221-(060)	Dobbs Ferry Village Police Department	Child Passenger Safety Program	$ 3,400	$ 2,450	$0.00
29	CS	M1CPS	CPS-2018-Eastchester Town PD-00148-(060)	Eastchester Town Police Department	Child Passenger Safety Program	$ 2,500	$ 2,500	$0.00
30	CS	M1CPS	CPS-2018-Good Samaritan Hospital-00239-(052)	Good Samaritan Hospital Med Center	Child Passenger Safety Program	$ 2,750	$ 1,750	$0.00
31	CS	M1CPS	CPS-2018-Goshen Town PD -00194-(036)	Goshen Town Police Department	Child Passenger Safety Program	$ 1,000	$ 1,000	$0.00
32	CS	M1CPS	CPS-2018-Greene Co SO -00169-(020)	Greene County Sheriff's Office	Child Passenger Safety Program	$ 1,350	$ 1,200	$0.00
33	CS	M1CPS	CPS-2018-Hornell City PD -00076-(051)	Hornell City Police Department	Child Passenger Safety Program	$ 2,000	$ 1,700	$0.00
34	CS	M1CPS	CPS-2018-Larchmont Village PD -00171-(060)	Larchmont Village Police Department	Child Passenger Safety Program	$ 1,100	$ 1,100	$0.00

	Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
35	CS	M1CPS	CPS-2018-Livingston Co SO -00045-(026)	Livingston County Sheriff's Office	Child Passenger Safety Program	$ 725	$ 725	$0.00
36	CS	M1CPS	CPS-2018-New Castle Town PD -00033-(060)	New Castle Town Police Department	Child Passenger Safety Program	$ 2,900	$ 1,900	$0.00
37	CS	M1CPS	CPS-2018-Ossining Village PD -00218-(060)	Ossining Village Police Department	Child Passenger Safety Program	$ 2,370	$ 1,700	$0.00
38	CS	M1CPS	CPS-2018-Salamanca City PD -00055-(005)	Salamanca City Police Department	Child Passenger Safety Program	$ 5,000	$ 2,000	$0.00
39	CS	M1CPS	CPS-2018-Seneca Co SO -00234-(050)	Seneca County Sheriff's Office	Child Passenger Safety Program	$ 4,000	$ 2,500	$0.00
40	CS	M1CPS	CPS-2018-Syracuse City PD -00038-(034)	Syracuse City Police Department	Child Passenger Safety Program	$ 7,000	$ 5,200	$0.00
41	CS	M1CPS	CPS-2018-Vails Gate Fire District-00183-(036)	Vails Gate Fire District	Child Passenger Safety Program	$ 7,650	$ 4,200	$0.00
42	CS	M1CPS	CPS-2018-Warren Co SO -00199-(057)	Warren County Sheriff's Office	Child Passenger Safety Program	$ 1,350	$ 1,350	$0.00
43	CS	M1CPS	CPS-2018-Westchester Co Dept of PS-00091-(060)	Westchester County Department of Public Safety	Child Passenger Safety Program	$ 1,470	$ 1,470	$0.00
44	CS	M1CPS	CPS-2018-Whitehall Village PD -00204-(058)	Whitehall Village Police Department	Child Passenger Safety Program	$ 1,600	$ 1,600	$0.00
45	CS	M1CPS	CPS-2018-Woodbury Town PD -00212-(036)	Woodbury Town Police Department	Child Passenger Safety Program	$ 2,200	$ 2,000	$0.00
46	TR	M3DA	HS1-2018-NYS DMV-00052-(099)	NYS Department of Motor Vehicles	AIS System Changes for Revised 104S Form	$ 270,000	$ 270,000	$0.00
47	TR	M3DA	HS1-2018-NYS DMV-00053-(099)	NYS Department of Motor Vehicles	NYPD Electronic Accident Report Submission	$ 350,000	$ 350,000	$0.00
48	CP	402CP	HS1-2018-Canisteo Village PD -00072-(051)	Canisteo Village Police Department	General Highway Safety Grant	$ 1,200	$ 500	$0.00
49	CP	402CP	HS1-2018-Erie Co TS-00228-(015)	Erie County Office of Traffic Safety	Rules of the Road Police and Traffic SafetyA companion	$ 11,430	$ 7,240	$0.00
50	CP	M9MA	HS1-2018-NYS DMV-00209-(099)	NYS Department of Motor Vehicles	2018 Comprehensive Traffic Safety Campaign	$ 15,000	$ 15,000	$0.00
51	TE	M3DA	HS1-2018-NYS DMV-00111-(099)	NYS Department of Motor Vehicles	NYPD Electronic Form Submission (TE HS-2017-00047)	$ 350,000	$ 350,000	$0.00

APPENDIX B
New York State
FFY 2018 Approved Projects Not Implemented

	Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
52	TE	M3DA	HS1-2018-NYS DMV-00112-(099)	NYS Department of Motor Vehicles	AIS System Changes for Revisd Frm MV104S (TE HS-2017-00192)	$ 250,000	$ 250,000	$0.00
53	TE	M3DA	HS1-2018-NYS DMV-00113-(099)	NYS Department of Motor Vehicles	NYPD Electroinc Accident Report Submission Time Ext (TE HS-2017-00193)	$ 250,000	$ 250,000	$0.00
54	TE	402RS	HS1-2018-NYS DOT-00036-(099)	NYS Department of Transportation	Steer It Clear It/TIMS (Formerly HSI-2017-00078)	$ 50,000	$ 50,000	$0.00

Lines 1 to 49 represent grants that were approved for funding by GTSC but no grant activities were initiated and no funds were expended in FFY 2018. The award amounts for these projects all represent small dollar amounts and were considered immaterial, having minimal, if any impact on the overall progam area they were part of. GTSC maintains information in its on-line eGrants system related to these projects and due to efficiencies has not listed each unique situation here.

Lines 50 to 54 represent grants to NYSDMV for TRCC related projects. These projects represent major efforts to improve our core data systems. Due to the complexity and ITS resource challenges of these projects, no funds have been charged to these grants. Work and effort continues at the state agency level to move these projects forward.

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APPENDIX C

NEW YORK STATE
FFY 2018 PROJECTS NOT APPROVED

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL		HS1-2018-Bronx DA Office-00126-(077)	Bronx District Attorney's Office	Prosecutor Training	$ 138,597	$ -	$0.00
AL		HS1-2018-Chemung Co SO -00043-(008)	Chemung County Sheriff's Office	Operation HOPE (Heroin Opioid Prevention Effort)	$ 4,500	$ -	$0.00
LE		PTS-2018-Cayuga Heights Village PD -00309-(055)	Cayuga Heights Village Police Department	Police Traffic Services	$ 4,650	$ -	$0.00
LE		PTS-2018-Chittenango Village PD -00099-(027)	Chittenango Village Police Department	Police Traffic Services	$ 3,600	$ -	$0.00
LE		PTS-2018-Cornwall Town PD -00282-(036)	Cornwall Town Police Department	Police Traffic Services	$ 3,920	$ -	$0.00
LE		PTS-2018-Dunkirk City PD -00062-(007)	Dunkirk City Police Department	Police Traffic Services	$ 5,974	$ -	$0.00
LE		PTS-2018-Florida Village PD -00094-(036)	Florida Village Police Department	Police Traffic Services	$ 2,970	$ -	$0.00
LE		PTS-2018-Goshen Town PD -00076-(036)	Goshen Town Police Department	Police Traffic Services	$ 4,575	$ -	$0.00
LE		PTS-2018-Ithaca City PD -00007-(055)	Ithaca City Police Department	Police Traffic Services	$ 11,500	$ -	$0.00
LE		PTS-2018-Nunda Town and Village PD -00142-(026)	Nunda Town and Village Police Department	Police Traffic Services	$ 2,000	$ -	$0.00
LE		PTS-2018-S. Nyack-Grand View PD -00156-(044)	South Nyack-Grand View Village Police Department	Police Traffic Services	$ 5,000	$ -	$0.00
LE		PTS-2018-Ulster Town PD -00183-(056)	Ulster Town Police Department	Police Traffic Services	$ 5,000	$ -	$0.00
LE		PTS-2018-Washingtonville Village P-00093-(036)	Washingtonville Village Police Department	Police Traffic Services	$ 5,185	$ -	$0.00
PT		HS1-2018-Blooming Grove Town PD -00006-(036)	Blooming Grove Town Police Department	Highway Safety Enforcement	$ 4,800	$ -	$0.00
PT		HS1-2018-Chittenango Village PD -00056-(027)	Chittenango Village Police Department	Operation Safe Village 2018	$ 49,431	$ -	$0.00
PT		HS1-2018-Irvington Village PD -00243-(060)	Irvington Village Police Department	Traffic safety	$ 10,000	$ -	$0.00
PT		HS1-2018-Larchmont Village PD -00150-(060)	Larchmont Village Police Department	Reducing speed through visibility, education and awareness.	$ 8,566	$ -	$0.00
PT		HS1-2018-Montgomery Village PD -00155-(036)	Montgomery Village Police Department	Radar Speed Display - Speed Enforcement/Pedestrian Safety	$ 4,500	$ -	$0.00
PT		HS1-2018-Mount Vernon City PD-00057-(060)	Mount Vernon City Police Department	City of Mount Vernon - Police Traffic Services 2017-2018	$ 19,536	$ -	$0.00
PT		HS1-2018-North Castle Town PD -00084-(060)	North Castle Town Police Department	Commercial Vehicle Enforcement Program	$ 13,262	$ -	$0.00
PT		HS1-2018-Oxford Village PD -00103-(009)	Oxford Village Police Department	Highway Safety Grant	$ 2,500	$ -	$0.00
PT		HS1-2018-Saratoga Co SO -00179-(046)	Saratoga County Sheriff's Office	traffic safety initiative supporting safer roadways	$ 29,700	$ -	$0.00
PT		HS1-2018-Seneca Falls Twn PD-00183-(050)	Seneca Falls Town Police Department	Seneca Falls Highway Safety Equipment Project	$ 11,320	$ -	$0.00
PT		HS1-2018-Southampton Town PD -00070-(052)	Southampton Town Police Department	Senior Driver Initiative	$ 40,823	$ -	$0.00
PT		HS1-2018-Springville Village PD -00073-(015)	Springville Village Police Department	Highway Traffic Safety	$ 10,560	$ -	$0.00
PS		HS1-2018-Avon Village PD -00143-(026)	Avon Village Police Department	OPERATION SAFE PEDESTRIAN	$ 4,500	$ -	$0.00
PS		HS1-2018-Brookhaven Town-00147-(052)	Brookhaven, Town of	Bicycle Rodeos	$ 10,340	$ -	$0.00
PS		HS1-2018-Broome Co SO -00186-(004)	Broome County Sheriff's Office	Pedestrian Safety Grant	$ 10,350	$ -	$0.00
PS		HS1-2018-Corning City PD -00121-(051)	Corning City Police Department	Pedestrian Safety	$ 3,500	$ -	$0.00
PS		HS1-2018-Ithaca City PD -00116-(055)	Ithaca City Police Department	Bicycle and Pedestrian Safety Enhancement Campaign	$ 7,650	$ -	$0.00
PS		HS1-2018-Elmhurst Hosp.-00248-(041)	New York City Health & Hospital Corp	Zero Struck Pedestrians: An Educational Intervention	$ 193,041	$ -	$0.00
CS		CPS-2018-East Hampton Vil. PD -00101-(052)	East Hampton Village Police Department	Child Passenger Safety Program	$ 1,750	$ -	$0.00
CS		CPS-2018-Hornell City PD -00139-(051)	Hornell City Police Department	Child Passenger Safety Program	$ 500	$ -	$0.00
OP		HS1-2018-Catholic Health -00010-(015)	Catholic Health System, Inc.	Outreach to Buffalo's Refugee and Immigrant Communities	$ 30,267	$ -	$0.00
OP		HS1-2018-Lakewood Busti PD -00185-(007)	Lakewood Busti Police Department	Child safety	$ 2,583	$ -	$0.00
CP		HS1-2018-Brookhaven Town-00058-(052)	Brookhaven, Town of	Teen Driver Education Presentations	$ 19,065	$ -	$0.00
RS		HS1-2018-Monroe Village PD -00008-(036)	Monroe Village Police Department	Purchase School Zone Flashing Beacons	$ 11,220	$ -	$0.00
RS		HS1-2018-Williamson, Town of-00220-(059)	Williamson, Town of	Highway Safety Signs	$ 27,000	$ -	$0.00

All grant applications are reviewed and scored on pre-established criteria; applicants must receive a score of at least 60 points in order to be considered for funding.
The above projects did not receive a passing score of 60 points and therefore were not approved or implemented by New York State in FFY 2018.